

\$1.00 a Year

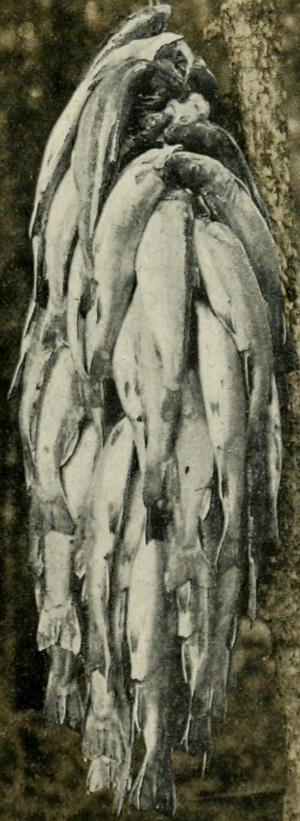
APRIL 1908

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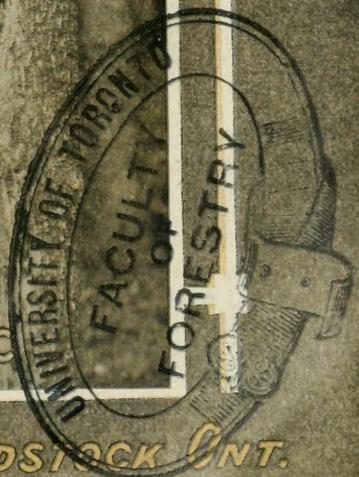
# ROD AND GUN

sk

## AND MOTOR SPORTS IN CANADA



AN EVENING'S CATCH  
ON THE LINE OF THE  
GRAND TRUNK PACIFIC



W. J. TAYLOR - PUBLISHER - WOODSTOCK ONT.

# WINCHESTER

LOOK FOR THE RED



TRADE MARK  
REG. IN U.S. PAT. OFFICE

## WHEN BUYING GUNS OR AMMUNITION

The red W trade-mark makes it easy to distinguish Winchester goods from other brands, which equal them neither in quality nor reputation. It means the same to guns, cartridges or shotgun shells that the word "Sterling" does to silverware. & & & &

For Your Protection "Look for the Red W"

WINCHESTER REPEATING ARMS CO.,

NEW HAVEN, CONN.

## Club Cocktails



If you desire to make a reputation as an expert cocktail mixer, buy the "Club" brand, follow directions, and your friends will wonder where you gained the art. Many a cocktail you have drunk and complimented your host for his art of mixing—the truth is you had a "Club Cocktail." It merely required a little ice to cool it. You can do it just as well.

G. F. HEUBLEIN & BRO., *Sole Proprietors*  
29 BROADWAY, NEW YORK, N. Y.  
HARTFORD, CONN. LONDON

GOOD HEALTH!

DRINK

## Bromo Mineral

The well known morning bracer.  
Sweetens a sour stomach.

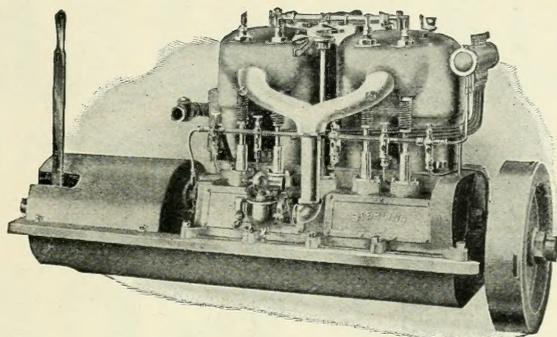
Sold at all Hotels in Canada.

ALSO DEALERS  
IN ALL KINDS OF

HOTEL GLASSWARE  
AND  
HOTEL SUPPLIES.

## BROMO MINERAL CO.

86 Church Street, Toronto, Ont.



2½ to 9 H.P.  
Two Cycle

Normal  
Speed  
Engine

10 to 100 H.P.  
Four Cycle  
4 and 6 Cylinders.

40 H.P.  
4 Cylinders.  
60 H.P.  
6 Cylinders.

## IT'S UP TO YOU

What are you going to do about that new engine you want to buy? Are you considering price or quality most? Do you want a cheap engine or a good engine? You can't expect very much from a cheap engine because when an engine is made of poor material and poorly designed and constructed something is bound to happen early and often. Maybe you've had experience with the cheap kind and are looking for quality this time. Well, we've got the engine that will give you more for your money and more genuine satisfaction than you ever dreamed possible.

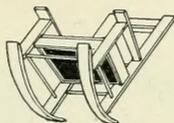
It's up to you to get posted on the **Real Thing** in marine engines. Write to-day for catalog and prices.

# Sterling Engine Co., Buffalo, N. Y.,

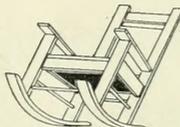
U. S. A.

Member National Association of Engine and Boat Manufacturers.

DEALERS: New York: Edge & Purdie, 136 Liberty St. Boston: Walter J. Forbes, 220 Congress St  
Portland, Oregon: Beeman-Spaulling Co., 71 Front St. Kingston, Ont.: Kenneth A. Cameron



## How it Rocks



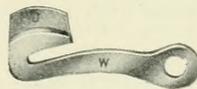
**I**N a thing so simple, no one ever thinks of just how a rocking chair adjusts its points of support to the center of gravity of the rocker taking his ease. Likewise, the hunter never thinks how simply and naturally the rocking motion of the "cocking hook" does all the work on the Lefever shot gun. It is elemental. With one motion it raises both hammers and extracts the shells when the breech is opened. The complicated actions of other guns (using from 15 to 25 more parts) are needed to do the same work. That easy rocking of the barrels on the hinge-joint is also due to this one simply balanced part. There is no strain anywhere.

With means as simple and positive the self-compensator bolt takes up the wear in the Lefever shot gun—makes it tight in every direction. The owner of a

## Lefever Shot Gun

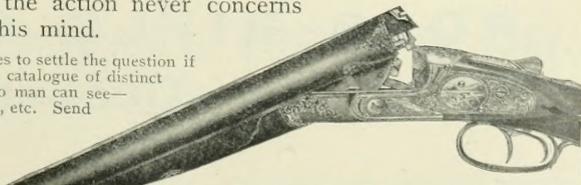
is at ease with his gun because the action never concerns him; it is too simple to engage his mind.

Any practical man will see enough advantages to settle the question if he examines the gun in a store. But we tell in a catalogue of distinct advantages over other high grade guns, which no man can see—taper boring, quality of steel, hand work on parts, etc. Send for it; these points, too, are vital.



COCKING  
HOOK

LEFEVER ARMS CO.  
20 Maltbie Street, Syracuse, N. Y.



# ROSS RIFLES

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For Target and  
Sporting Purposes

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The best in the world.  
303 Calibre. Military and Sporting Patterns.  
Special calibres to order.

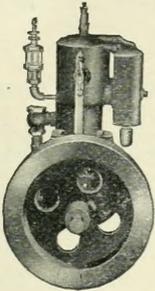
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CATALOGUE ON APPLICATION

**ROSS RIFLE COMPANY**  
**Quebec**

# Perfection

## MARINE MOTORS



YOU and your boat deserve a good engine. You have probably seen enough poor engines to know that such an engine can rob one of all the pleasure and add much to the expense of motor boating.

**2 H P \$45**

COMPLETE

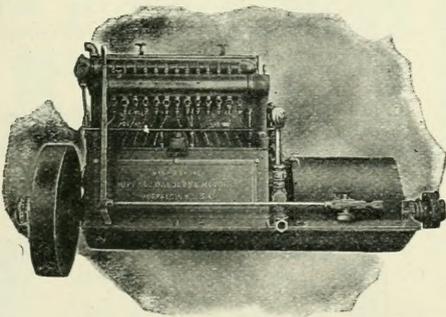
**REVERSIBLE—NO CRANKING**

no valves nor cams—all parts interchangeable, highest grade material throughout. Our broad GUARANTEE covers replacement of any engine that does not give complete satisfaction, and is backed up by one of the largest and most complete factories in the business. Can you afford to take chances or buy on any other terms? Write for our handsome catalog of all sizes.

In buying a Perfection you have the assurance that you get positively the simplest, quietest, most powerful marine engine built—better finished and better fitted than any other engine.

**CAILLE PERFECTION MOTOR CO.**

1322 SECOND AVENUE. DETROIT, MICH.



2 to 100 H. P.

## Nothing Useless Put In Nothing Useful Left Out

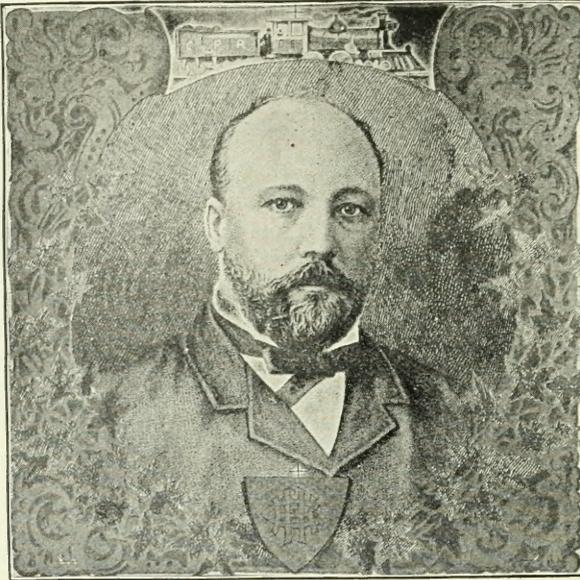
This accounts for our success. Buffalo Marine Motors are designed and built to give satisfaction *and do it.*

Write for 1907 catalogue and get posted as to new sizes and styles.

*Our New Slow Speed Engine fills a long felt want.*

**BUFFALO GASOLINE MOTOR CO.**

1218-30 Niagara St.  
BUFFALO, N. Y.



# Van Horne

## 10c Cigar

is good—always good. The cigar you never tire of. Don't take any chances on uncertain kinds. Quality brings success and everybody admits that Van Horne is a success. Try it.

**Harris, Harkness & Co., Makers, Montreal.**



## When in Camp

there is nothing goes quite so well as a bit of good fat bacon. If you have not been used to fat bacon — try it — the doctors say it is good and after you have tried it you will say so too. Ask your grocer to get you

## 'Star Brand'

English Breakfast

## BACON

Made by

**F. W. FEARMAN CO., Ltd.**  
Hamilton, Ont.

All Fearman's goods are Government inspected.

## KAMP KOOK'S KIT

54 Pieces—Complete—Kompact—20 pounds  
Cures Commissary Cares, Captures Campers  
Completely, Query Commands Catalog

Ask your live dealer

**F. CORTEZ WILSON & CO. M'rs.**  
Established 1869. 249 Lake St., Chicago, Ills.

Catch 'em and Hold 'em.

## THE NEWHOUSE TRAP

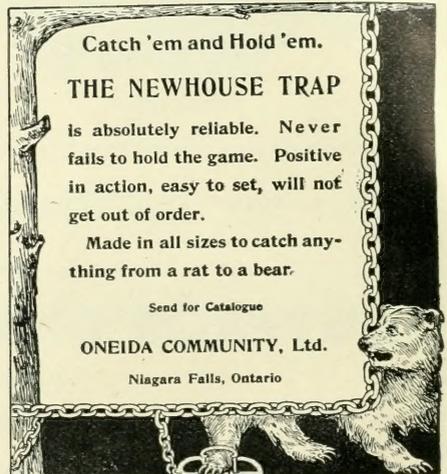
is absolutely reliable. Never fails to hold the game. Positive in action, easy to set, will not get out of order.

Made in all sizes to catch anything from a rat to a bear.

Send for Catalogue

**ONEIDA COMMUNITY, Ltd.**

Niagara Falls, Ontario



## STOP ASTHMA ATTACKS

Asthma Cured by a Simple Home Treatment

It will be joyful news to thousands of Asthma sufferers to learn that this malady, which causes so much distress at this season of the year, can be cured by a simple home treatment.

Written testimony of the wonderful results obtained by this method reach the Toxico Laboratory, 1123 Broadway, New York City, every day, and in order that every one may test Toxico's merits, a demonstration of the method, also a treatment, will be mailed free of cost to any request.

### MALARIA CONQUERED

Expert Medical Scientists Announce  
Startling Results Obtained by Malaxo

From the latest advices of a coterie of medical experts, it is evident that malaria has at last met its master. Quinine and its associated pallatives have been superseded by Malaxo, the new compound, which acts quickly and with better results.

This compound will prove a great boon to sufferers, and in order to hasten its introduction, The International Remedy Company, 1123 Broadway, New York City, has offered to send a free trial by mail on receipt of a written request.



**"Bristol"**  
TRADE MARK REG. U.S. PAT. OFF.  
**Steel Fishing Rods**

If you could own but one fishing rod it would of course be a "Bristol." If you could own a dozen rods, most of them would undoubtedly be "Bristols" because they are the strongest, the most reliable, the most adaptable and the most successful rods in the world. None genuine without the word "Bristol" stamped on the handle. Sold everywhere. Beautiful illustrated catalogue mailed free. Every rod guaranteed for three years.

**THE HORTON MFG. CO.**  
32 Horton St.,  
BRISTOL, CONN.

# SHOOT MULLERITE

THE PERFECT BULK SMOKELESS POWDER.

*Testimonial of "The London Field" on MULLERITE Smokeless Sporting Powder.*

We have not made a chemical analysis, but are informed that this powder is composed of pure nitro cellulose, and, being thoroughly gelatinised, is practically unaffected by damp. As this powder contains little or no moisture, long exposure to moderate heat affects it but slightly.

It is very clean in the barrel, and does not set up corrosion.

MULLERITE gives superior results to any shot gun powders we have hitherto tried and reported upon, as will be seen by the records herewith published.

It will be noticed that, although the velocities are about 10 ft. sec higher than our standard the recoils are quite moderate, as also is the gas pressure in the barrel, and the patterns are higher than any we have ever before obtained.

## SCHOVERLING BROS., Sole Agents

6 Read Street, New York City.

Your local dealer can supply any load you wish; if not let us hear from you. A trial is our best argument.



There's twice the pleasure in the journey, and twice the pleasure afterward—if you

# KODAK

And anybody can make good pictures. It's simple from start to finish by the Kodak system. Press the button—do the rest—or leave it to another—just as you please. Kodak means photography with the bother left out.

Kodaks \$5.00 to \$112

Canadian Kodak Co., Limited

Catalog free at the dealer's or by mail

Toronto, Can.

## King Edward Collie Kennels

### Southport Star *Sire*

C. K. C. (9080)

*ch* Southport Summit

*ex* Kirkdale Lily

Sable and White  
Fee \$25. (Imported)

Born April 5th, 1906

### King Edward *Sire*

**Pilgrim**

C. K. C. (9077)  
Tr color Fee \$10.00  
(Imported)

*ch* Parkhill Pilgrim

*ex* Parkhill Rose

Born March 31st, 1906

### King Edward *Sire*

**Tytton**

C. K. C. (9079)  
Sable and White  
Fee \$10. (Imported)

*ch* Squire of Tytton

*ex* Southport Miss Hope

Born March 6th, 1906.

These dogs have just been imported, and are without doubt the highest bred dogs in America.

CORRESPONDENCE SOLICITED.

ALL LETTERS CAREFULLY ANSWERED

TERMS ON APPLICATION

## KING EDWARD COLLIE KENNELS

NEW TORONTO

Ontario, Canada



### THIS BOAT FOLDS INTO A PACKAGE.

It's Solid and Stiff when in use—collapsible and quickly made portable. Carried by hand or in a buggy. Tempered, galvanized, light steel ribs give both strength and lightness. Is a revelation in boat construction. Non-sinkable. Puncture proof. No repairs. No cost for storage. Wears longer than a wooden boat. We make all sizes and styles for every purpose. Our catalogue—100 engravings—sent on receipt of 6 cts.

KING FOLDING CANVAS BOAT CO.

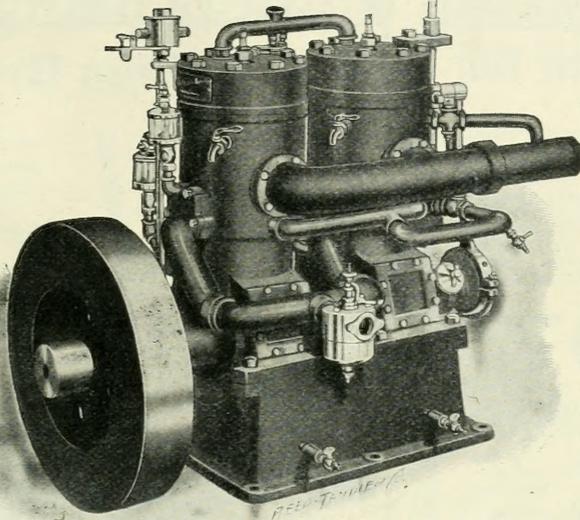
465 Lake St., Muskegon, Mich.,  
formerly Kalamazoo.

What's the use of Going if You can't get Back—They make the Round Trip

They Make The Round Trip—Buy a Hildreth

What's the use of Going if You can't get Back—They make the Round Trip

# Every Dollar Counts



When a man buys a motor for his boat, he needs to make every dollar count for the utmost possible, as so much of his safety, profit and pleasure, depend on the reliability and durability of the motive power.

The Hildreth Motors are both for business and pleasure purposes, ideal motors, as they fulfil the most exacting requirements.

The reason Hildreth Motors invariably make good and give the owners satisfaction, lies in their points of excellence. A few of these points are as follows:

## When You Buy

The parts are accessible. For instance, the connecting rod and piston can be easily gotten at for repairs without taking down the whole engine.

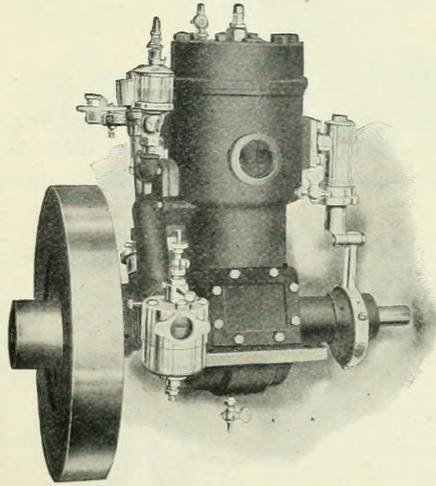
They do not waste gasoline mixture around the crank and lose the crank case compression, as means is provided for packing the main bearings which prevents such loss. This makes them more economical to operate.

They are durable, because the bearing surfaces are large and the materials and workmanship the best. That the materials are first-class, is proven by the fact that both wrist pins are hardened steel, the connecting rod and pump, and eccentric strap are bronze and nickel babbitt is used. The timer is located near the top of the motor where it is easily accessible to observation and manipulation.

Hildreth Motors deliver more Horse Power per dollar of selling price than other motors, because they are scientifically designed by an expert, are made under skilled supervision, and sold on honor under a positive guarantee.

The Hildreth Mfg. Co., 127 Lakeview Ave., Lansing, Mich., will gladly send their handsome catalog of 2 to 25 H. P. Motors, giving full particulars to prospective purchasers who give size of boat and power desired.

RICE LEWIS & SON, TORONTO, AGENTS FOR ONTARIO.



# Hildreth - Marine - Motors

They Make The Round Trip—Buy a Hildreth



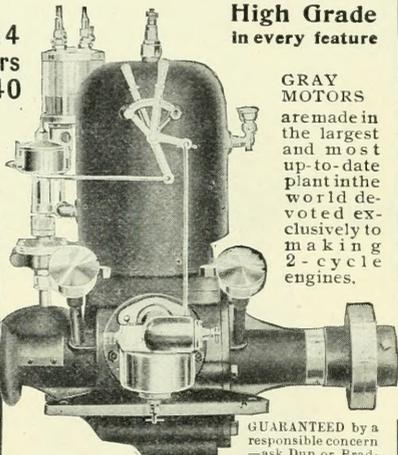
# GRAY MOTORS

## Fastest Cruising Motor Boat IN THE WORLD

of its length and beam, the yacht "Grayling" shown above, is equipped with three 40 h. p. Gray Motors (120 h. p.) regular stock motors not in the slightest degree different or better than any of the forty Gray Motors turned out of our factory every day, from the little 2½ h. p., \$67.50, up. And yet with these same "run-of-factory" motors, the "Grayling" won the Time Prize in the 200-mile race on Lake Erie last August—from Toledo to Detroit River, to Cleveland and back to Toledo. Write for interesting story of this race.

**6** Engine, with complete boat outfit, [NOT BARE] Shaft, Propeller Wheel, Stuffing Box, Muffler, Batteries, Spark Coil, Wire, Switch, etc., all ready to install in your boat **\$97.50**  
h.p.

**1, 2, 3 & 4  
Cylinders  
2½ to 40  
h. p.**



**High Grade  
in every feature**

GRAY MOTORS are made in the largest and most up-to-date plant in the world devoted exclusively to making 2-cycle engines.

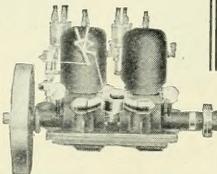
GUARANTEED by a responsible concern—ask Dun or Bradstreet.

**2½ h. p. with Complete Boat Outfit** [NOT BARE]. Everything complete, ready to install in your boat, except gasoline tank and piping. This engine is guaranteed to develop 3½ horse power—is as powerful as most 4 h. p. motors, and is as carefully built,—has as thorough workmanship as one of the Grayling's 40 h. p. engines. **\$67.50**

We built and equipped a fine new factory in the winter of 1906-07; but so enormous was the demand for Gray Motors that we out-grew it, and have just built and moved into another new and larger plant [5 stories]—3 times as large, where we have installed the finest and most modern machinery, the same machinery used in building high-grade automobiles.

Write today for new 1908 Catalog.

GRAY MOTOR CO., 64 Leib St. Detroit, Mich.



# GRAY MOTORS

# Baldridge Reverse Gear

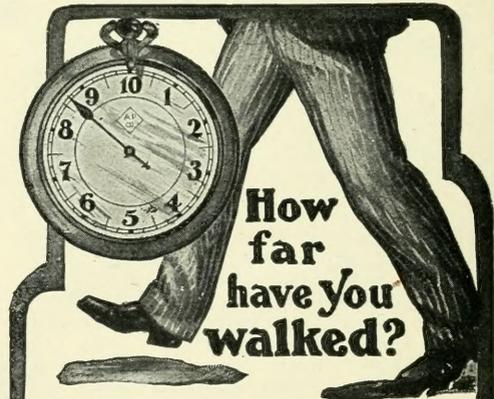
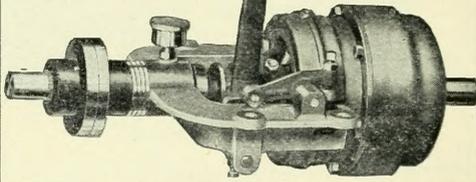
## Made by Gies Bros.

Direct connection from engine to propeller shaft, running smoothly and noiselessly. Simple, compact, ease of adjustment, powerful clutch and perfect lubrication.

"The Gear for Instant Action"

Write for Descriptive Catalogue

GIES BROS.  
516 Wayne County Bank Building  
Detroit, Mich.



**How far have you walked?**

Whether you walk for health, pleasure or business—on city's streets, in the woods, or on golf links it is interesting to know exactly how much ground you have covered. The

## American Pedometer

(Carried in the Vest Pocket) regulates to your step and registers infallibly the exact distance. It is but 1½ inches in diameter, handsomely nickled and so simple and sturdy as to be almost indestructible.

10 MILE PEDOMETER \$1.00  
100 " " 1.50

At Sporting Goods dealers. If yours hasn't it we will send postpaid on receipt of price with our guarantee. Write for free booklet D.

THE AMERICAN PEDOMETER CO., 902 Chapel St., New Haven, Conn.

ARE YOU LOOKING FOR A GOOD

# Marine Engine

One Specially Suitable as Auxiliary for a Large Sail Boat or Fishing Boat

IF SO, I have one I can highly recommend.  
Particulars below :

Five Horse Power; Single Cylinder, four cycle; Size of Bed Plate, 17 x 15 inches; Centre of Shaft to Bottom of Bed  $\frac{3}{4}$  of an inch; Diameter of Fly Wheel, 18 inches; Height of engine above bed plate, 26 ins.; Diameter of Propellor Wheel, 18 inches; Diameter of Propellor Shaft, 1 inch; Weight of Engine about 600 lbs.

Engine includes Throttle, Vaporizer, Water Circulating Pump, Case Hardened Wrenches, Eighteen inch Reversible Propellor Wheel, Six feet of Steel Shaft, Bronze Stern Bearing and Stuffing box, Brass Shaft Tube, Reverse Lever and Collar, Spark Coil Muffler. Could not be duplicated anywhere for less than \$250 to \$300. For price, etc., apply at once to

**A. CONNOR**

NICHOLLS BROS.,

Lake Street, - Toronto.

NEW

# Lyman Receiver Sight

(Patented July 16th, 1907)

FOR

Stevens Repeating Gallery Rifle



No. 42 - - Price \$2.00  
With Cup Disc - - 2.25

SEND FOR CATALOGUE

The Lyman Gun Sight Corporation  
MIDDLEFIELD, CONN., U. S. A.

DO YOU WANT A

# Stevens' Crack Shot Rifle?

If so send TEN yearly subscriptions to ROD AND GUN AND MOTOR SPORTS IN CANADA, and we will send you one of these popular rifles. Those who have used them say they are worthy of their name, "CRACK-SHOT."

For further particulars address :

**W. J. TAYLOR, Publisher**

Woodstock,

Ontario.

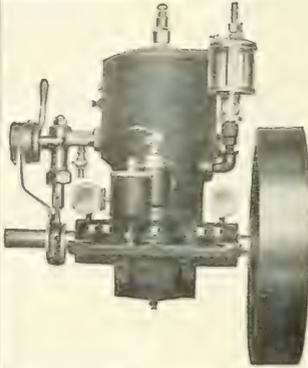


Write for Catalog A

**MR. SPORTSMAN**

We are offering you the **only satisfactory Folding Boat**. Steady to shoot or cast from. **Safe for wife or children**. Will **outlast and outcarry** steel or wood boats. Made of **best canvas** and galvanized tempered steel frame. Is **boat or canoe** shape, not like punt or box. **Folds to carry by hand**, checks as baggage. **Safest and best** boat made. Every one warranted as represented.

Life Saving Folding Canvas Boat Co., Kalamazoo, Mich.



**Kerosene and Gasoline Marine Engines**

WE manufacture two types of engines, one designed for gasoline only and one for both gasoline and kerosene.

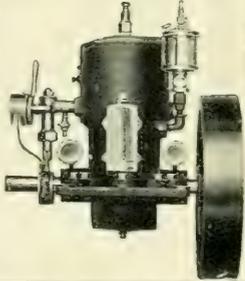
Our kerosene generator valve is different from any other type as it forces the charge directly into the cylinder without drawing it into base of engine, first heating it with hot air.

Our engines are correct in every detail, and their successful performance makes good our claim of a High Grade Engine at Reasonable Price.

WRITE FOR CATALOG. Ten sizes, 1, 2 and 3 cylinders

**DUBRIE MOTOR CO.**

430 Guoin St. - - - Detroit, Mich.



M. E. Mayhew won the Grand Canadian Handicap of 1907 with his **PARKER GUN**. Harry Kirkover won second place in this event. He was also shooting the **PARKER GUN**. This important event was also won in 1904, 1905, and 1906 by the **PARKER GUN**.

*A Word to the Wise is Sufficient.*

SEND FOR CATALOG

N. Y. Salesrooms  
32 Warren Street

**PARKER BROS.**

40 Cherry St., Meriden, Conn.

**A Waterproof Matchbox** will be sent FREE to anyone sending us One Subscription to Rod and Gun and Motor Sports in Canada. Address, **W. J. TAYLOR**, publisher, Woodstock, On

# Majestic Has No Superior



**MAJESTIC**  
**METAL**  
**POLISH**

*MAKES WORK LIGHT.  
MAIDS KNOW IT.  
CLEANS QUICKLY  
& EASILY.*

*See that  
the name  
"MAJESTIC"  
is on  
every tin.*

**ASK YOUR DEALER  
FOR MAJESTIC**

Indispensable and unequalled for Automobiles, Motor Boats and Household Uses.

MANUFACTURED IN CANADA BY

**MAJESTIC POLISHES, Limited**

575 Yonge Street,

TORONTO, CANADA



The 1907 Edition of  
Marble's Free Catalogue

contains an article by Mr. Marble entitled

**"HOW TO USE A COMPASS"**

Compasses of all kinds have been used by Mr. Marble. First in his boyhood days as a trapper and a hunter; later in his business as timber estimator and surveyor. His 25 years experience "in the silent places" previous to engaging in the manufacturing business has enabled him to write an exceedingly simple yet comprehensive explanation of the various uses of a compass. He also tells the styles to buy for different uses and how to know a good compass from a poor one.

The woods life of Mr. Marble made it possible for him to conceive and develop the accessories shown here and 33 others.

Our catalog shows 90 "extra quality" Specialties for Sportsmen. Sold by dealers or direct, postpaid. Money back if not satisfied.

**Safety Pocket Axe No. 2**—Nickel plated steel and hard rubber handle, \$2.50.

**Safety Hunting Knife**—4 3/4 inch blade, \$3.00; 5 inch heavy \$4.00.

**Ideal Hunting Knife No. 42**—5 inch blade, \$2.75, 6 inch \$3.00; with sheath.

**Waterproof Matchbox**—Size of 10 gauge shell, 50c.

**Improved Front Sight**—1-16, 3-32 or 1-8 inch beads, Ivory or Gold, \$1.00.

**Reversible Front Sight**—Same size beads as Improved, \$1.50.

**Jointed Rifle Rod**—Brass sections with steel joints. Cannot break, \$1.00.

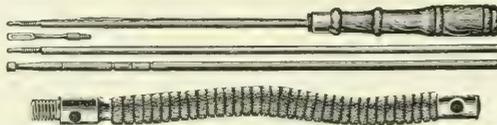
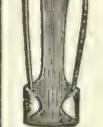
**Rifle Cleaner**—Brass gauge washers on spirally bent spring steel wire, 50c.

**Flexible Rear Sight**—Always in position unless locked down. The lower sleeve locks the elevating sleeve and holds disc stem rigid, \$3.00.

**Standard Front Sight**—Provides same size and colors as Improved, \$1.00.

**Handy Compass**—Fastens to coat. Always in sight, jewelled needle, \$1.25.

**Marble Safety Axe Co. 101-129 Delta Ave., Gladstone, Mich.**



**Are You Looking for a Launch ?**

If so, get one of ours. It will put you in the most stylish in appearance, most beautiful in design and superior in every way. They are acknowledged the dependable family launch that can be relied upon to give satisfactory service. Our aim has been to build a good investigation will prove all our claims. All of our launches are fitted with our famous gasoline motors, which, on account of their absolute reliability, extreme simplicity and handsome finish, are in great demand from the Atlantic to the Pacific

Write for catalogue.

**McKEOUGH & TROTTER, LIMITED, CHATHAM, ONT.**

# Gillette

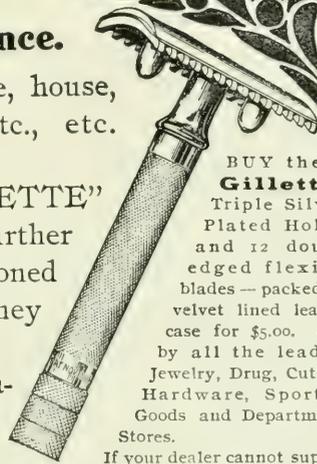
**NO  
HONING  
NO  
STROPPING**

# Safety Razor

## Face Insurance.

You insure your life, house, business holdings, etc., etc. Why not your face? The Policy of the "GILLETTE" is to insure you against further shaving troubles, dull unhoneed razors, cuts, time lost, money spent.

A GILLETTE Razor establishes a long term insurance policy for YOUR face.



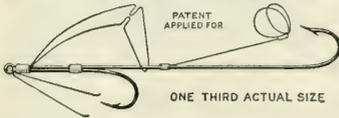
BUY the **Gillette** Triple Silver Plated Holder and 12 double edged flexible blades — packed in velvet lined leather case for \$5.00. Sold by all the leading Jewelry, Drug, Cutlery, Hardware, Sporting Goods and Department Stores. If your dealer cannot supply you with booklets, write us.

**GILLETTE SAFETY RAZOR CO.**  
Canadian Factory, MONTREAL.

5

## THE U-B LIVE FROG HARNESS

Holds The Frog Without Hooking And Keeps it ALIVE



### A SENSATIONAL HIT

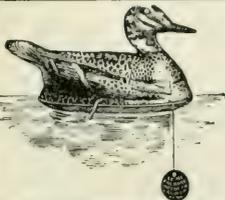
Never before has there been offered to the angling fraternity an article of such value



CUT SHOWING FROG IN HARNESS

By DEALERS or direct, postpaid 50 Cents

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**PNEUMATIC COLLAPSIBLE CANVAS DECOYS** and ACME Folding Canvas Decoys are in reality the only Collapsible decoys made **LIFELIKE** and **CONVENIENT**. Circulars of each kind mailed on request.

Canvas Decoy Co.,  
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## The DUNN Marine Motor

Complete Outfit \$42.50  
Engine only \$33. 4-cycle Reversible  
This high power 4-cycle motor with batteries, coil, shaft, propeller, tanks and muffler, tested ready to install in skiff or launch. Weight 100 lbs. Bore 3.3-4 in. Stroke 4 in. 13-4 h. p. actual. I also build 2 and 3 cylinder and stationary motors.

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### The LAKE OF BAYS

KNOWN AS THE

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OVER 1000 FEET ABOVE SEA LEVEL  
 PURE AND EXHILARATING ATMOSPHERE  
 MAGNIFICENT SCENERY and LOVELY WATER TRIPS  
 AN IDEAL TERRITORY for CAMPERS and CANOEISTS  
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**IF YOU WANT A**



**Canoe, Skiff or Launch**

**AND WANT THE BEST**



Write to the—

**Peterborough Canoe Co.**

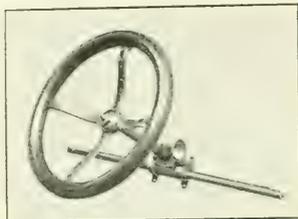
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## Brass Launch Fittings.

We manufacture a full line of Brass Launch Trimmings, Steering Wheels of several designs, Chocks, Cleats, Bilge Pumps, Rails and Stanchions, Flag Pole Sockets, Boat Hooks, Stern Bearings, Outboard Connections, etc.

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ARE THE ACME OF PERFECTION.

YOU OUGHT TO HAVE ONE AND HAVE THE BEST.



There were more Ross Canoes used in New Ontario in 1907 for prospecting than any other make.

Send for catalogue, it tells all about them.

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## IS THE BEST WEST.

Brain, Brawn and Capital can all be Utilized.

THE magnificent development of Western Canada since the opening of the Twentieth Century has attracted the attention of the world, and every year since 1900 has been an improvement upon its predecessor, in so far as immigration and general progress are concerned.

The inauguration of the new provinces—Saskatchewan and Alberta—in 1905, gave an immense impetus to the work of development there, and a largely increased population is the result. But there is always room for more in this land of great possibilities, and the Canadian Government still offers

### 160 ACRES FREE

to every young man over 18 years of age who is able and willing to comply with the homestead regulations.

The excellent crop of 1905, it is claimed, will put fully \$60,000,000 in circulation in Western Canada, and it is freely stated that the great expenditure in railway construction at present going on will raise that amount to \$100,000,000 during the current year—which will bring added prosperity to the country that lies between Winnipeg and the foothills.

INFORMATION AND ADVICE

MAY BE FREELY OBTAINED FROM

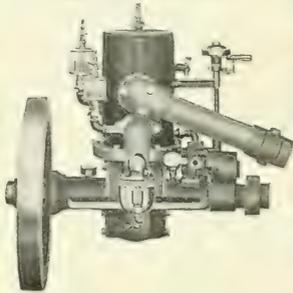
W. D. SCOTT, SUPERINTENDENT OF IMMIGRATION  
OTTAWA, CANADA

THE CANADIAN COMMISSIONER OF IMMIGRATION  
11 and 12 CHARING CROSS, LONDON, S.W., ENG.

## S. & B. 6 h. p. 2-Cycle MARINE ENGINE \$98

The simplest, strongest and most durable Marine Engine ever put on the market at this price. Noiseless—no cranking—easy to start—easy to operate—nothing to get out of order.

Three port designs.  
Jump spark ignition.  
Float feed carburetor.



Smooth running  
Economizes fuel  
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Will not "skip"  
No packing to blow out  
Highest grade accessories  
Reverse clutch or solid propeller  
Every engine tested over and above rated h. p.  
Materials and workmanship guaranteed.

Write for our handsome catalog going into the details of its superior advantages over other engines of its class.

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Territory open to all responsible agents alive to a quality proposition.

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## BALLISTITE and EMPIRE POWDER—Win High Honors

BALLISTITE won the Grand American Handicap, while the high average for nearly all the events was captured by Empire Shooters.

At the Dominion Trap Shooters Association Tournament held in Toronto, August 7th, 8th and 9th, EMPIRE won first and third high average on the third day.

At the Clinton Ont., Tournament, October 30th, Empire tied for second high average in the live bird events.

GIVE EMPIRE A TRIAL AND BE CONVINCED

If your dealer won't supply you write us

## HAMILTON POWDER CO.

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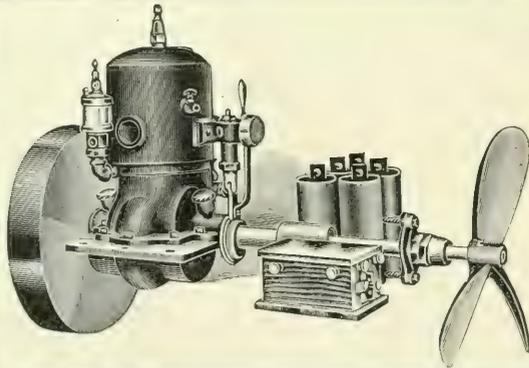
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2½ H. P., \$ 70.00

4 H. P., 90.00

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Complete Outfits.

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67 Bay N., Hamilton, Can.



**Do You Want to Get** an up-to-date Racing Canoe, or a Light Motor Boat, or a Cruising Canoe or a Family Row-boat? If you do we can supply you with the best on the market at a reasonable price. We designed and built the war canoes used by the Ottawa, Britannia & Carleton Place Canoe Clubs, winners of the Championship of Canada, '04, '06, '07. *Write for catalogue.*

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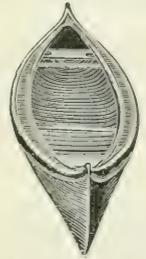
**NO NEED TO WORRY** if you send your family out in a  
**CHESTNUT SPONSON CANOE**

Is especially fitted with air chambers from bow to stern. Under the worst conditions of weather and water there is no danger of the canoe upsetting or sinking.

**WILL NOT SINK**

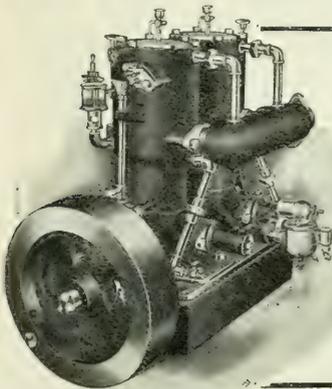
if filled with water. Three people sitting in the gunwale will not upset it. Canoe cannot leak as it covered with a seamless sheet of specially woven canvas which is not affected by the action of salt or fresh water, or heat or cold.

Write for illustrated catalogue and prices.



**THE CHESTNUT CANOE CO., Limited**

YORK STREET,  
**Fredericton, N. B.**



**Royal Motors**

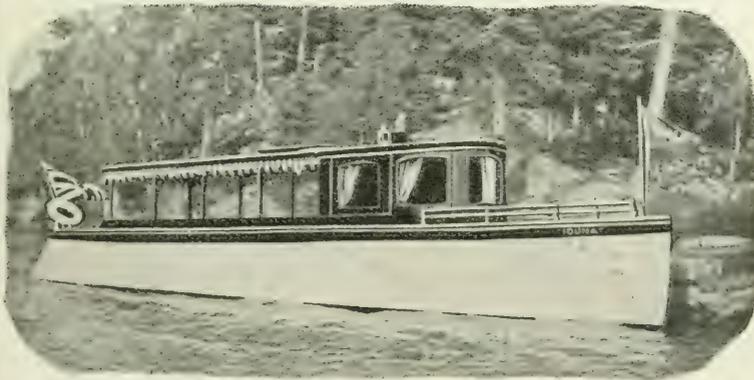
**ARE ROYAL**

Unexampled in their simplicity  
 Unparalleled in their design.  
 Unsurpassed in their quality.  
 Unqualifiedly a superior motor.

2 Stroke—one or two cylinder—2 1/2 to 15 horse power

Write for catalogue

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It will convince  
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**JUTTEN'S Boat and Launch Works, Hamilton, Ontario**

**A Matchless Cigar Lighter**

Will be sent **FREE** to anyone sending us One Subscription to Rod and Gun and Motor Sports in Canada. Address,

**W. J. TAYLOR, publisher, Woodstock, Ont.**



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BY  
ROYAL APPOINTMENT



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THE GREAT PRACTICAL ENGLISH FISHING  
ROD, REEL AND TACKLE MAKERS  
produce the best in the world.

If you want the greatest  
satisfaction you must have

A "HARDY" Gane Built Rod

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THE ENGLISH FIELD SAYS: "It is to Messrs  
Hardy of Alnwick we owe our supremacy as rod  
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Hardy Bros. International Tourna-  
ment, Crystal Palace, won 16 cham-  
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We publish the finest and most extensive  
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ALNWICK, ENGLAND



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The result of twenty-five years' experience  
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**SICK DOGS.**

FOR SALE BY DRUGGISTS AND DEALERS IN  
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FREE BOOK ON  
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Unusually novel and practical. Only Key Tag which makes it easy  
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handsomely made, 25c postpaid.  
Agents wanted.



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These volumes enter fully into methods suitable for  
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For Trout and Bass fishing.  
No swivels required; "they  
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different size blades, 25  
styles, in either Bucktail or  
feather fly. For casting and  
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Price for single, 25c; tandem, 35c.

JOHN J. HILDEBRANDT, Drawer 8, LOGANSPORT, IND., U.S.A.

*Corticelli*

# Silk Fish Line.

Made on latest improved machinery. Absolutely pure, strength guaranteed, the strongest and lightest line made.

**IN 4 COLORS**—White with Black.  
Black with Olive.

Size 0, 1 $\frac{1}{4}$  cents per yard  
Size  $\frac{1}{2}$ , 1 $\frac{3}{4}$  cents per yard  
Size 1, 2 cents per yard

**Patent Waxed Lines**

Guaranteed not to absorb water.  
Superior Line for Casting.

Size 0, 2 $\frac{1}{4}$  cents per yard  
Size  $\frac{1}{2}$ , 2 $\frac{3}{4}$  cents per yard  
Size 1, 3 cents per yard  
Size 2, 3 $\frac{1}{2}$  cents per yard

**Casting Line**—Size 00, 1 $\frac{1}{4}$  cents per yard.

Put up on cards, 25, 50, 75 and 100 yards, continuous lengths.

Black with White.  
Black with Brown.

Size 2, 2 $\frac{1}{2}$  cents per yard  
Size 3, 3 cents per yard  
Size 4, 3 $\frac{3}{4}$  cents per yard

**Enamelled Lines.**

Not a union line, but the best silk.  
ENAMELLED BY HAND.

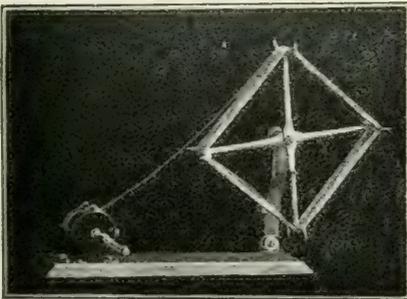
Size  $\frac{1}{2}$ , 3 $\frac{3}{4}$  cents per yard  
Size 1, 4 cents per yard  
Size 2, 4 $\frac{1}{2}$  cents per yard  
Size 3, 5 cents per yard  
Size 4, 5 $\frac{3}{4}$  cents per yard

Size 0, 1 $\frac{1}{4}$  cents per yard.

## St. Lawrence Sporting Goods Co., Ltd.

102 NOTRE DAME ST. WEST,

MONTREAL



In Use. A Fish Line Preserver and Drying Reel

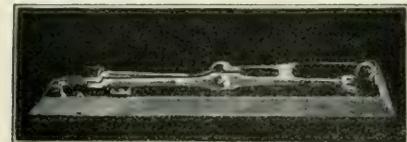
# “The Angler’s Friend”

Patented Dec. 5th, 1905

If a wet line is placed on an “ANGLER’S FRIEND” where the rays of the sun or the dew cannot reach it, it will dry quickly and with no damage whatever to its strength. By drying the line thoroughly the Angler will derive much pleasure, as well as profit, and avoid the disagreeable experience of getting sand and dirt into the gearing of his reel.

An Angler using good lines cannot afford to be without “THE FRIEND.”

Packed in a neat box 9 1-4, x 3 x 1 1-8 in. Sent postpaid anywhere in Canada on receipt of price.....\$2.50



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If dealers or jobbers cannot supply send direct to the manufacturer.

**THE SKINNER CO., Limited**  
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UNEXCELLED  
FISHING  
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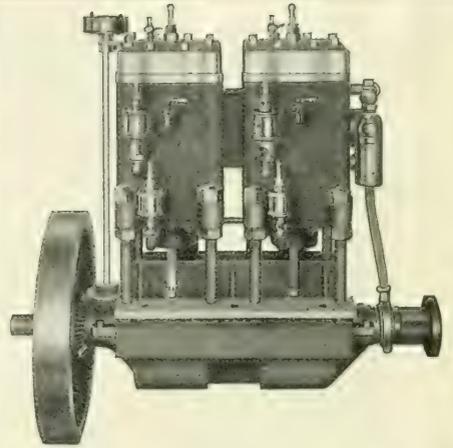
Three beautiful Hotels and Steamboat Service afford ideal accommodation.

CANOES, GUIDES AND CAMP OUTFITS SUPPLIED

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**PALMER-MOORE COMPANY**

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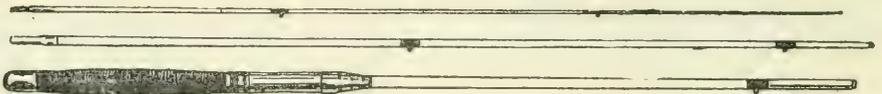
**The Largest  
Manufacturers  
in the World  
in our Line**

*Our Goods stand the Test*

**The Patent  
Unbreakable Silk Bound Rod**



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**THE GREATEST NOVELTY IN FISHING RODS.**

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These goods are made with SOLES & HEELS or WHOLE SOLES and guaranteed to be superior to anything on the market.



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Send and get one of our illustrated booklets.

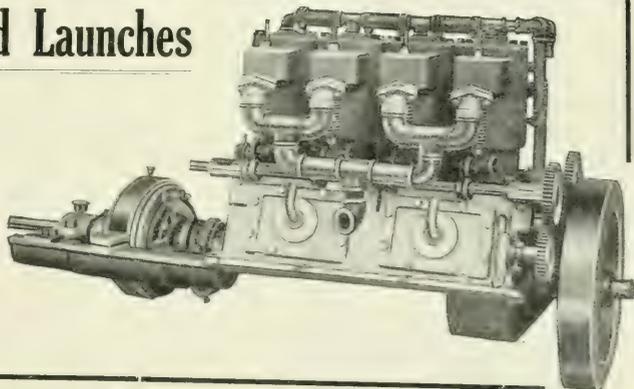
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Single Cylinder  
Two Cycle Engines.

Two Cylinder  
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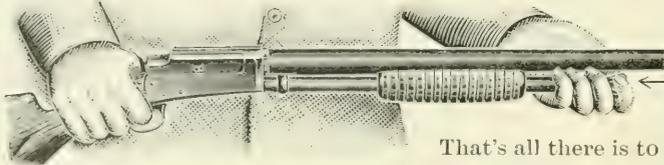
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Two Cycle Engines.  
Four Cycle Engines.

Hamilton Motor Works, Ltd.  
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**Practical Dog Education** is the title of a book by Thomas C. Abbott recently published, containing some new and thoroughly practical ideas on dog training, or rather dog education. The methods recommended by Mr. Abbot represent the experience of the best trainers throug out the country. The man who masters the principles will be able to train any dog. The book is handsomely bound in cloth and a copy will be sent, post prepaid on receipt of **W. J. TAYLOR** Rod and Gun and Motor Sports in Canada **Woodstock, Ont.** price, \$1.00. Address, at

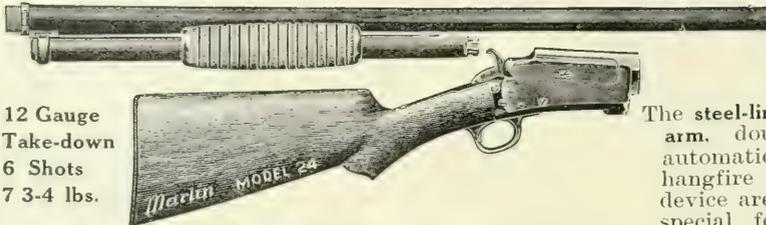
## Press Latch



at front end of magazine and draw tube forward. Draw forward action bar to clear frame. Unscrew barrel.

That's all there is to taking down the

# New Model 24 *Marlin* Repeating Shotgun



You can take it down anywhere in 10 seconds, even with cold fingers.

12 Gauge  
Take-down  
6 Shots  
7 3-4 lbs.

The steel-lined, metal-capped forearm, double extractors and automatic recoil hangfire safety device are other special features



of this new model. It has also the *Marlin* solid-top, side-ejecting construction, with the closed-in breech-bolt that keeps out rain, snow, dirt, leaves, twigs and sand.

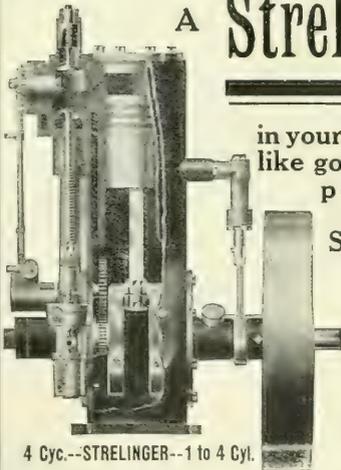
Send postal for circular with large illustration and full description of this gun, or three stamps postage for our complete 136-page catalog.

## The Marlin Firearms Co.

67 Willow St.,

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## A Strelinger



4 Cyl.--STRELINGER--1 to 4 Cyl.

in your Launch is like gold in your pocket,  
Mighty Satisfactory Safe Simple, Durable Reliable Powerful The Strelinger Always Goes

"Good as Ever after 10 Years of Service"

That's the way we build them. GOOD when you buy them, GOOD ALWAYS. TROUBLE LEAVES when the STRELINGER comes aboard. We carry in stock engines from 1 1/2 to 50 H. P. \$25 to \$2500. 2 and 4 Cycle Marine and Stationary. Send for catalogue. Special bargain on a few sample motors. Write now while the opportunity lasts.

The Strelinger Marine Engine Co.  
Dept. x 46 CONGRESS ST. E. DETROIT, MICH.



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WERE RIGHTLY NAMED IN 1902

Double Porcelains do not break because inner heated Porcelain Tube and outer Porcelain Cap have their own contraction and expansion. Single Porcelain Plugs are handicapped because contraction and expansion is not uniform and tube either breaks or leaks.

No. 4 Separable Double Porcelain Price Net, F.O.B. N. Y. \$1.25

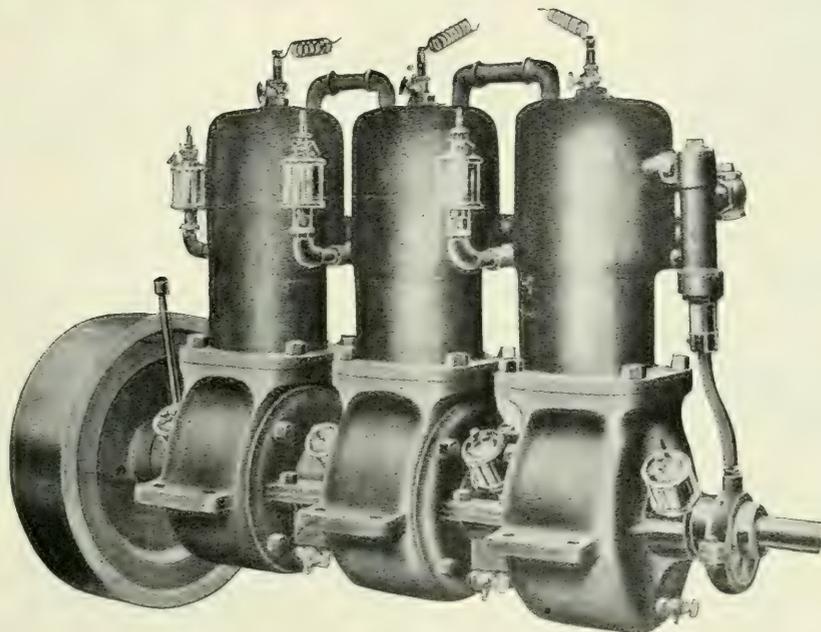
Sta-Rite Joints do not leak Tension Springs prevent parts loosening No Broken Bolt heads; they are turned from Solid Bessemer Steel Rods

Sta-Rite air spaces and glazed insulating surfaces permit perfect ignition in oil and soot. Latest circulars and 25c six inch rule sent free on request. Sta-Rite Mica Plugs \$1.50 each.

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Very Simple, Most Durable, Always Reliable.

We can furnish full set of castings of all our engines, complete and ready to be machined with full blue print working drawings, showing complete construction. Send for prices stating size required.

Our finished engines have no equal for workmanship, and the "Honest Injun" needs no further comment.

2 H.P. piston	3x3½	single cylinder	\$ 60.00, with accessories,	\$100.00
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7 " "	4x4½	double	150.00 " "	210.00
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## Miller Gasoline Engine Co., 4 Gould St.

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"Vulcan Sparker"



MADE IN CANADA.

Established 1898

"Vulcan"

SPARKING. BATTERIES  
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SPARKING SYSTEMS

Are standard equipment on all high grade Automobiles and Motor Boats

Over 300 Outfits in use in Canada.

GUARANTEED FOR TWO YEARS

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No. 305 Six Volt 70 Ampere



THAT

**Motor Boat Perfection**

AT POPULAR PRICES

has taken hold of the Canadian Boat Buyers is well demonstrated by the recent orders received.

Orders for Spring delivery should be mailed immediately; otherwise we will not guarantee delivery.

DO IT NOW

and secure the highest grade boat built, excelling in speed, seaworthiness and fine finish.

**N. R. THOMPSON**  
BRANTFORD, ONT.

MY SPECIALTY: Made to order Launches. Designs submitted for approval.

**THE NEW TROUT BAIT**

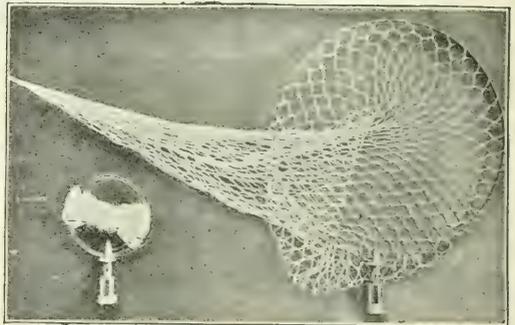


The New Coaxer Trout Fly actually seems to be alive. It rides the swiftest current. It never mats, but keeps its shape and color. It don't wear out. One man caught 128 trout on one after his other flies failed. 25c each, 6 assorted \$1.35. Bass size 30c. Postage 2c.

Cat. of New Baits. W. J. Jamison, 1388 Lexington St., Chicago

**"THE ANGLERS FRIEND"**

A Pocket Take Down Landing Net



A net adjusting to any size, equal to any emergency, light in weight yet practically indistructable. Price \$1.50, money refunded if not satisfactory. For territory rights write us. Smith Bros., 1011 Dorchester Ave., Boston, Mass

**Little Giant**  
GASOLINE MOTORS

RELIABLE - REVERSIBLE - TWO CYCLE

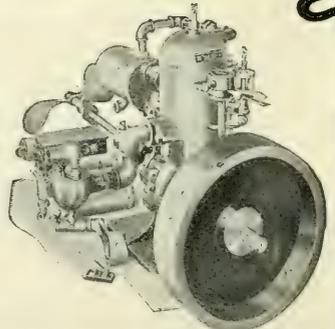
LIGHT, SIMPLE AND EASY TO OPERATE. ONLY THREE MOVING PARTS. MAIN BEARINGS BABBITTED. MATERIAL AND WORKMANSHIP OF THE HIGHEST GRADE AND GUARANTEED JUMP SPARK IGNITION.

BUILT IN MULTI-CYLINDER TYPES  
Send to-day for free catalog "N"

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DETROIT, MICH.

171-175 WEST WOODBRIDGE ST.

Please send 10 cents for our book entitled Ignition, Vaporization, Installation, and Operation of a Gasoline Motor.



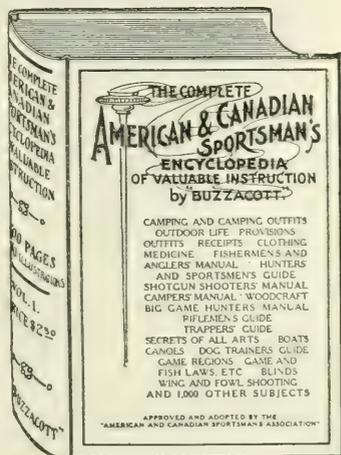
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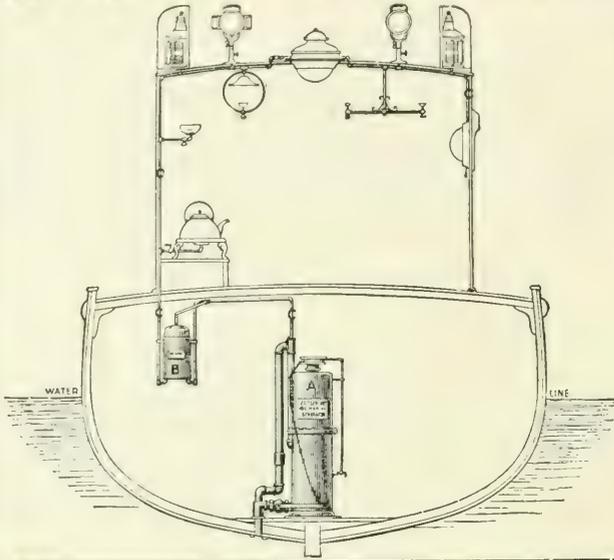
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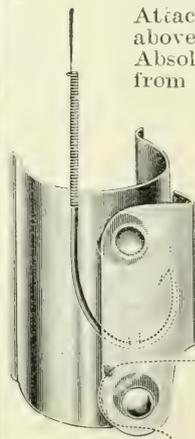
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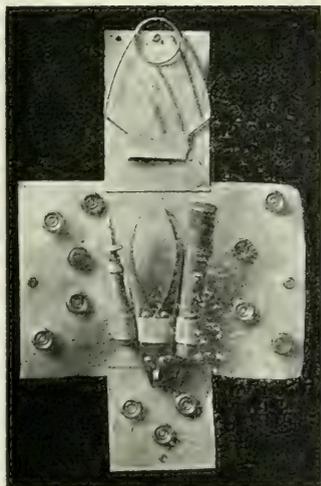
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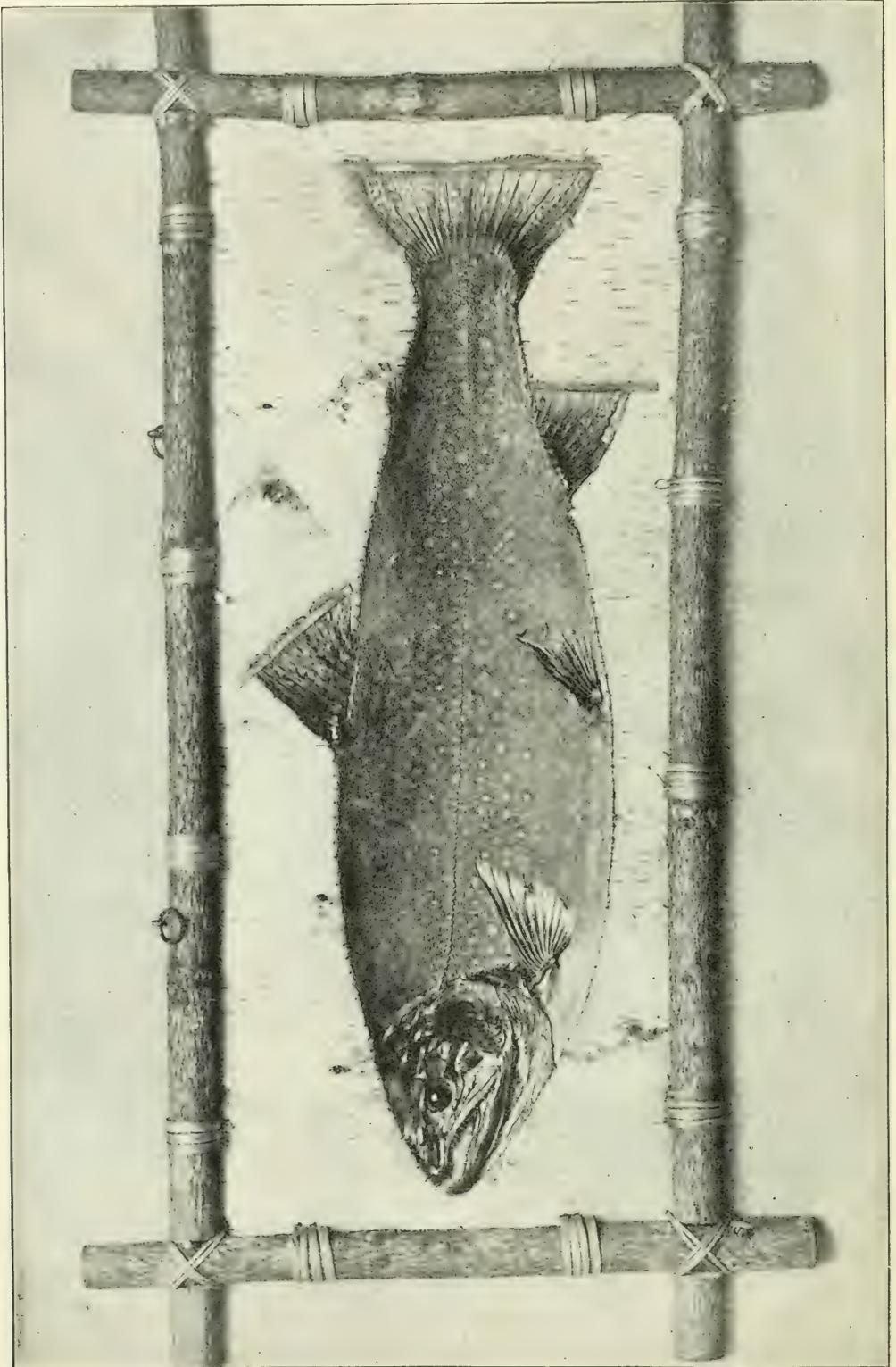
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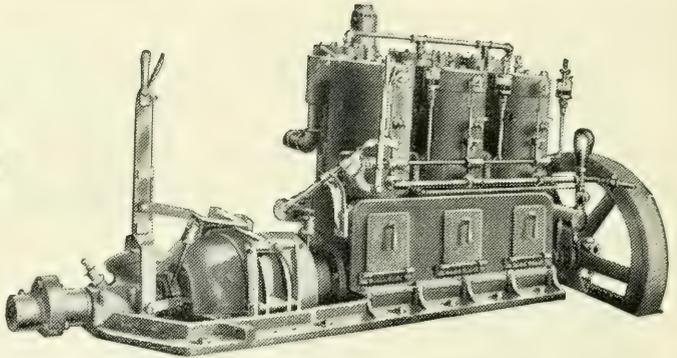
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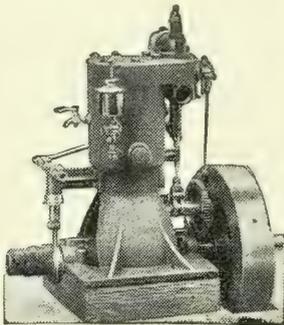
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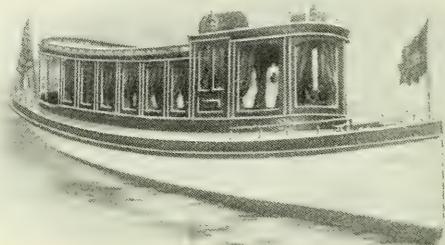
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Communications on all topics pertaining to fishing, shooting, canoeing, yachting, automobiling, the kennel, amateur photography and trapshooting will be welcomed and published, if possible. All communications must be accompanied by the name of the writer, not necessarily for publication, however.

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ALPINE CLUB CAMPERS OF 1907.

# ROD AND GUN

AND MOTOR SPORTS IN CANADA

VOL. IX

APRIL, 1908

NO. 11

## A June Day on Lake Joseph, Ont.

BY THE REV. ANDREW MURDOCH, M. A., LL. D.

**I**T requires more than ordinary courage in these days to set out to tell a fish story. It has been said that the only really reliable fish story that was ever told was when the Disciples confessed, "Master, we have toiled all night and have taken nothing!" Well, after all, the success of the true fisherman is not always to be measured by the contents of his creel, as he runs his canoe ashore in the purple twilight. "What have you caught?" said a friend to a celebrated French dramatist, as he met him coming from the river, where he had spent the day. "Caught!" said he, "I have caught a drama in three acts, with a *denouement* that will be the talk of all Paris!"

So we shall not worry even if we cannot tempt a fish from the depths of Lake Joseph; we shall have a pleasant run among beautiful islands, and behold Nature at her best this June day.

The steam gauge on the Midget points to ninety pounds and the safety valve is

beginning to sing; so let us be off. The little launch will seat comfortably only about a dozen; but it is one of the pleasures of the imagination that all the readers of "Rod and Gun" can accompany us as we run out from the landing. The crew consists of four: the Captain-Engineer-Stoker; the First Mate; a Young Lady Pilot at the wheel, who,

before the summer ended, knew every buoy and rock and channel in the lake, and who steered the Midget home in safety through two bad storms, and some very dark nights; and a Young Man, the most inveterate fisherman I know of, and who for two seasons holds the record for the biggest pickerel caught.

We run out from under the

shadows of the hemlocks, passing a point where the rocks rise abruptly from the water's edge, the pines towering high above. Just at the point among some loose stones you see the blackened embers of a fire. This had been built a



THE MIDGET.

night to attract the fishes, probably pickerel, while the fisherman sat on the shore with his rod and line.

It is strange that fire has such a fascination for most living creatures. A deer will invariably approach a lantern placed on a stump in some old clearing if he once catches sight of it. Birds of passage dash themselves against the beacon lights along these shores. Fishes, too, will approach these fires built on the shore, and many are caught that way.

As we pass the point the course is laid south, down what is called the Long Channel, between the main land and Clarkson's Island. To the right is a beautiful shoal of white sand, and here in the Autumn the herring come to spawn. When the shoal is passed we can run in close to the shore. The woods have still all the freshness of early summer, and the choke-cherry trees and wildgrapevines are in bloom, and fill the air with their fragrance. Half a mile and we run out into a wide expanse. The shore line recedes to the West forming Foote's Bay. A mile and a half away you can see the wharf at Gostick's, and half a mile inland is the Medora church, and also the new station of the C. N. O. Railway. But we are not going there this time; though that is where the boats and launches converge to on Sunday mornings. We keep on to the south to Stoney Brae where we get our mail, and then run to Hamil's, passing many pretty points and islands.

Backing out from Hamil's Point dock we turn again north, laying our course so as to cross this wide stretch of open water. We must run well out before letting down the line. We run at half

speed while getting the tackle ready. And while doing so let me describe it, and thereby answer innumerable questions put to us during the summer, as to how we managed to catch salmon trout when others could not. (One young chap at my elbow irreverently remarks, "It's all in the way you hold your mouth!")

To begin with the rod is a first-class bamboo, bought on Holborn Viaduct in what was the only apology for a Departmental store I saw in London. But the rod is all right, and has stood the strain



A LIKELY SPOT.

*Courtesy Canadian Northern Ontario Railway.*

of big fish where more expensive rods failed. Then there is the Line. This is three hundred feet long, and made of the finest annealed copper wire, almost as fine as a hair. This is wound on a special reel made of nickle, and supplied with a brake that will check the running out instantly when so desired. The bait is a chub or shiner about four inches long attached to an Archer spinner. (A young herring would be the real thing, but it cannot be obtained.)

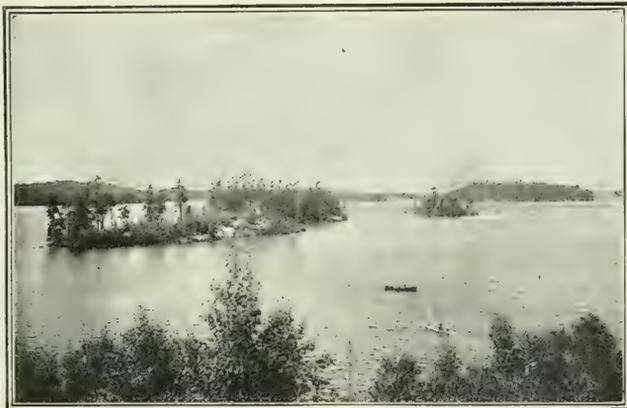
Now we are in deep water. The bait is dropped over the stern and the brake released. The rapid motion of the launch through the water causes the line to run out swiftly. (Be careful not to let the line kink.) A small bit of red ribbon indicates when two hundred feet have run out. Then the brake is applied. At once the engine is checked down until the wheel is barely revolving. This allows the line to sink toward the bottom until it forms with the surface of the water an angle of forty-five degrees. This brings the bait down to a depth of one hundred and twenty-five feet, which, experience teaches us, is about right for

this part of the lake. Then we wait.

Was there ever a more perfect day?

"Sweet bridal of the Earth and Sky!"

A gentle breeze is blowing from the southwest, and the waves are imparting a soothing motion to the launch. Several white-sailed yachts are flitting about and the gay laughter of their happy occupants comes floating across the waves. Here comes a large steam launch carrying a crowd of young people towards the head of the lake, and they go by waving flags and handkerchiefs, while the whistles exchange the customary salutations. And then a strange stillness seems to settle down upon the scene. The intoxicating, perfume-laden breeze, the gentle rise and fall of the launch, the rhythmic pulsations of the engine—well, I think we were all pretty much asleep when a shout from the aft deck, where the young man, sitting tailor fashion was holding the rod, brought us all to attention, "Dad, I've got him! Get hold quick, he's a buster!"



JUST BEYOND THESE ISLANDS WE GOT THEM.  
*Courtesy C. N. O. Railway.*

And sure enough the good English rod is bending in a graceful curve and jerking and dancing in fine style. The engineer is in such a hurry to come to the rescue that he forgets to shut off the steam; but the First Mate does this, and the Pilot ports the helm, thus bringing the Midget round sideways to the direction in which the fish is coming in. No danger now of the line getting foul of the propeller. "Don't you lose him!" "Don't you lose him!" "My he'll break that rod sure!" But the rod holds though the point dips sometimes below the surface. But two hundred feet is a good way down, and it takes some careful handling before the trout is seen coming up through the clear water.

Notice how he comes in on his back. That is because the center of gravity has been upset by his sudden transit from the great pressure of two hundred feet up to the surface. Every fish is supplied with an air bladder along its back bone. The fish has the power of increasing or diminishing the supply of air in this receptacle at will, to correspond with the varying depths at which it wishes to move. But the present trip to the surface is too rapid for the fish to conform to its changed environment; the air in the chamber expands; the center of gravity is upset; and the fish comes to the surface with its white belly upwards. A skillful sweep of the landing net by the young man, and the fine fish is safe

in the boat. And a beauty he is as he lies in the box among the fresh green cedar boughs, just twenty-four inches by the tape measure.

"Isn't it my turn now?" remarks the First Mate, and it is carried unanimsously that it is. So the Midget is put

on her course again, and the line run out to the red ribbon. Then the engine is again slowed down. This time there is no day dreaming. Every eye is fixed on the rod, for evidently the fish are on the feed. On the aft deck the young man is doing considerable crowing.

"No use Mother, you won't beat mine. Just look at him! Twenty-four inches! And then look at the thickness of him!"

"Never mind, you just wait till I get my fellow in!" And we did not have long to wait. We had gone about two hundred yards when the bait is again taken with a rush, and the rod begins to dance. "I've got him! I've got him! Here, quick, take the rod or he will jerk it away from me!" Again the steam is

shut off and the boat turned.  
 "I'm going to weigh him!  
 I know by the way he  
 pulled he is a six pounder!"

"How are you going to  
 weigh him without scales,  
 I'd like to know?"

"O, that's easy! Doesn't  
 every fish bring his scales  
 aboard with him?"

"There, look out," as  
 the fish makes a plunge  
 taking the tip of the rod  
 under water. "Don't you  
 dare to lose him! He is a  
 big fellow."

"I don't catch anything  
 but big fellows!" Didn't I  
 catch a big fellow when I  
 caught you, I'd like to  
 know?"

"I don't believe I was as hard to land  
 as this fellow," as the fish comes in  
 sight and makes a dash under the  
 launch! And then another swoop of the  
 net, and amid banter and cheers and  
 laughter and boundless enthusiasm, the  
 fish joins the other among the cedar  
 branches. And sure enough he casts the  
 other in the shade,—twenty-six inches!

Amid the excitement the Pilot forsakes  
 the wheel and comes aft to admire the  
 salmon trout. "Say, isn't this fun!"  
 "O, no fish in Lake Joseph, eh?\*" And  
 then I heard some one say something  
 like this:

"Kings may be great, but Tam was  
 glorious,

O'er a' the ills o' life victorious!"

\*Before I had the pleasure of visiting Muskoka I was assured by friends that there was really no fishing of any account in Lake Joseph. And for nine out of ten who annually visit that charming locality this is true. But if one is willing to spend a little time in studying the nature and habits of the fishes of this region he can find satisfactory fishing there. It is true it is not enough to satisfy the "game hog;" but enough to keep the table well supplied from day to day.



STANEY BRAE.

*Courtesy C. N. O. Railway.*

And surely it was a self-satisfied and  
 happy little company out there on Lake  
 Joseph that June day. From father and  
 mother the years seemed to roll back and  
 they are young again, entering into the  
 joy and enthusiasm of their children.  
 The burdens of life had lifted:

"And the cares that infest the day,  
 Folded their tents like the Arabs  
 And silently stole away."

"Shall we catch another?" "No, not  
 to-day." "Enough is as good as a  
 feast."

So "full steam ahead" is the word,  
 and the spray is soon flying from the  
 bows of the trim little craft as she cuts  
 her way through the waves kicked up  
 by the freshening breeze, and we are  
 soon back at the cottage well pleased  
 with our afternoon's run.

## Storm Caught.

BY S. A. WHITE.

Six feet of manhood 'gainst a tempest's  
 might—

What hope—what hope I say!

Two sinewed limbs in snow-bound weary  
 plight

All day, all shrieking day;

Grim Hope at war with dark and dread  
 Despair

In sinking pathless trend,

One brave true heart against the hosts  
 of air

And then—the end!



"THE WHITE CANVAS LENDS A PRETTY CONTRAST TO THE BACKGROUND OF GREEN."

*Courtesy of V. H. Walter*

## The Moredolphons.

BY ROBBIN B. WOLF.

**T**HE Moredolphons are a crowd of men and women from the city of Pittsburg, formerly Alleghany, lately consolidated by legislation, who spend their summer vacations on a beautiful clearing in the Highlands of Ontario. Pittsburg is far-famed for its great steel industries, but these same industries make a continual envelope of smoke, ordinances and smoke consumers to the contrary notwithstanding. Then, too, in the city of Pittsburg every male citizen over two years of age smokes a combination of cabbage and bad tobacco called stogies. These two sources of smoke are so prolific that by the time the summer rolls around, Pittsburghers in general and the Moredolphons in particular, long for the breath of pure air, a taste of atmosphere that has never known ore-dust or stogie-smoke.

Many flock to Atlantic City and other seaside resorts, others turn to the mountains, but the Moredolphons impatiently

await the day that will take them to that picturesque country surrounding Gloucester Pool in the Severn River.

There they have a large cabin with accommodations for sixty and a log hut which serves as a store-house and ice depository. If the crowd is too large for these quarters, tents are added and the white canvas lends a pretty contrast to the back ground of green. The big cabin is divided into three apartments, a large one for the men and two smaller ones for the ladies. The bunks consist of tightly stretched canvas, built in pairs, with an upper and lower section. Over the canvas is laid a bag of new mown hay to serve as mattresses and under enough blankets to keep out the cold night air, the Moredolphons enjoy the "sleep of the just," disturbed only by the coming and going of those who linger late on the moon-lit lake and those who think that big fish never bite after half past four in the morning.

The meals are served on a long piazza on the lake side of the cabin, and whether the chef does better than the amateurs at home, or over jealous appetites make no distinctions, no one seems to shrink from the duty of gorging himself three times a day.

The camping period is divided into spaces of two weeks' duration and the majority stay only for that time but the dyed-in-the-wool campers find four weeks all too short and are planning to stay six weeks in 1908.

The time seems to fly, whether the campers engage in active recreation or merely seek repose in the vicinity of camp. The men naturally devote the greater part of their time to fishing and manage to supply enough of the finny tribe to furnish the meat course for one or two meals each day. Some of the women have become expert anglers and, at present, one of them holds the record for the biggest fish — a handsome muscalonge caught down at Waubaus-hene.

Rowing, canoeing, swimming, quoits, baseball, and other sports receive due attention from their respective devotees, while the feminine element initiate the arts of their dusky sisters in remarkable creations from birch-bark.

In the evening many of the games of childhood are recalled into service and each season a special feature is undertaken to which the neighbors, both native and other campers, are invited; mock trials, minstrel shows and aquatic contests being the more popular.

Each night brings a big camp-fire and

The Moredolphton's camp is located at Gloucester

seldom does it burn out before improvised choruses have rendered "Old Black Joe," "Way down upon the Swanee River" and "The Girl I Left Behind."

Religious services and sacred concerts are the features of the Sundays in camp and are enjoyed by those of various creeds and divers denominations.

But what lends zest to all of the festivities is the invigorating climate and glorious scenery.

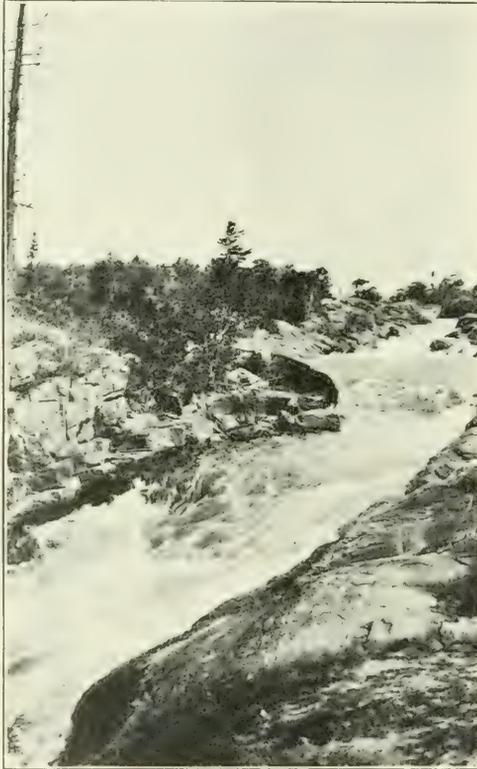
The air is cool and crisp; it exhilarates and satisfies. The scenery beggars description. The camp is on a neck of the mainland but is in full view of dozens of islands and of the sparkling water of various lakes and pools.

The Big Chutes and Little Chutes of the Severn River are within rifle shot, while Honey Harbor, Ragged Rapids, Buckskin Lake, Twin Falls, The Narrows and a host of other beautiful scenic gems are to be reached in a day's canoe trip.

To minds weary with the cares of business, there is a repose; to eyes strained over books and accustomed to a vista of smoke, there is a panorama of beauty; to hearts

sick of routine, there is the rare excitement of the gamey bass, while to the tired toilers there is perfect rest. What more could one ask for a perfect outing?

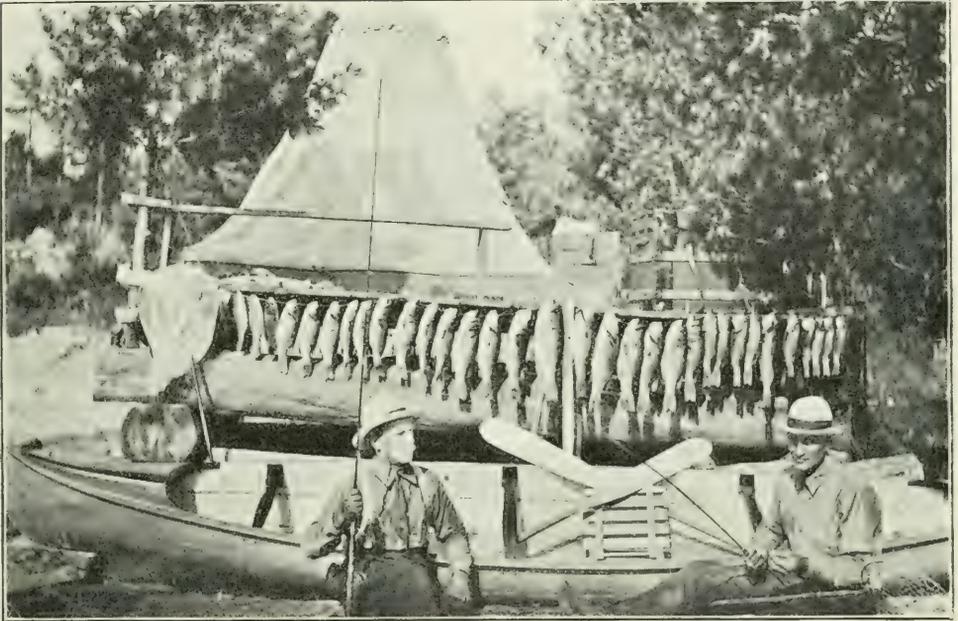
The Moredolphtons have under way many improvements for their future outings and are apparently going to become a fixture on Gloucester Pool. If King Edward finds the same enthusiasm for Canada and things Canadian among the natives that exists among the Moredolphtons, the crown should rest lightly on his Royal Head.



THERE IS A PANORAMA OF BEAUTY.

*Courtesy of V. H. Walter.*

Pool on the Severn River and is reached by the Grand Trunk Railway System via Waubanshene Ontario.



"SUPPLY ENOUGH OF THE FINNY TRIBE TO FURNISH THE MEAT COURSE FOR ONE OR TWO MEALS EACH DAY."

*Courtesy of V. H. Walter.*



"THE SCENERY BEGARS DESCRIPTION."

*Courtesy of V. H. Walter.*



STARTING OUT.

## The C. P. R. Wolf Hunt of 1908.

(Part 2.)

BY L. O. ARMSTRONG.

**I** see that my old and respected friend, Mr. Tinsley, Chief Game Warden for the Ontario Government, says that wolves are not causing our deer to decrease. I take issue with him, and will, I suppose, thereby start a controversy; but it will be a good natured controversy and one that ought to do good. I maintain that deer are decreasing, owing to the ravages of wolves, to a very considerable extent. This cause of decrease is somewhat offset by the better observance of the game laws. The increase of the deer in certain parts is balanced by a decrease in others, the occasional local increase or decrease being due to the fact that deer migrate and are driven about by wolves, who follow them into their new quarters.

Mr. Tinsley says that deer are now to be found where they were not seen a few years ago. I admit this, but I also make the assertion that wolves are to be found in these same parts where they were not found a few years ago.

I also maintain that the destruction of the deer from all causes is infinitely greater than the destruction of wolves. Just as in fishing all the game fish are

caught and pike and suckers are left alone, so in the matter of wild animals there is no systematic wolf hunting, poisoning or trapping. It does not pay professional trappers to hunt wolves. If it does not pay on the prairies much less does it pay in the woods, where they are much more difficult to kill. That it does not pay on the prairies is proved by the fact that the ranchers of Alberta have themselves been obliged to offer a bounty of \$50 per head, owing to the terrible destruction that the wolves are causing to their stock. Another proof that wolves are increasing is, that the British Columbia Government have just doubled the bounty on wolves.

I maintain, first, that the bounty should be increased until wolves decrease, and, secondly, that professional wolf hunters should be paid a salary, which salary should cease when they failed to destroy a sufficient number of wolves. These are some of the arguments which I would like Mr. Tinsley and his friends to refute, for the general good of the country.

I think that the wolf hunts that have been started have drawn public attention



DIFFICULT TRACKING IN THE HEAVY TIMBER.

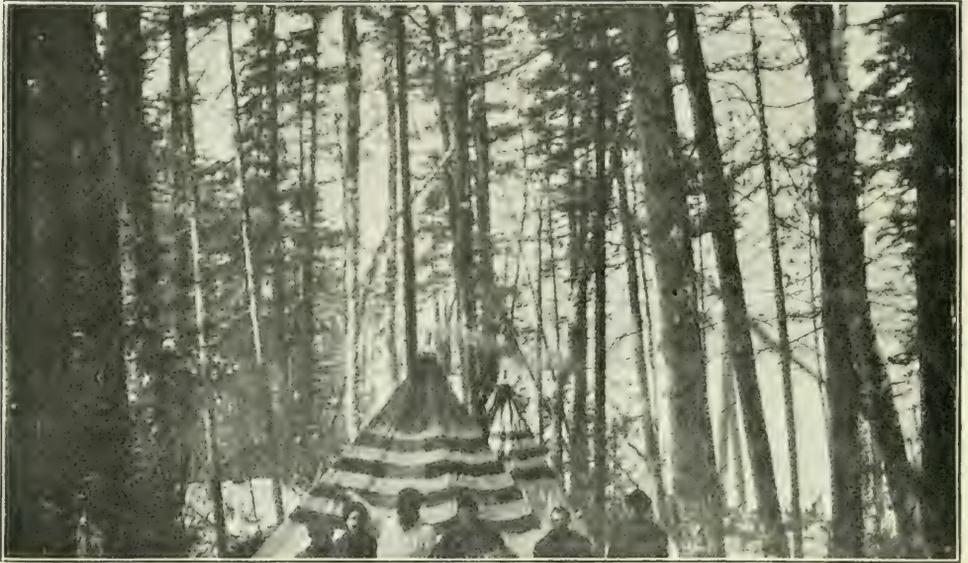
to the wolf in a very wholesome way, wholesome, that is to everyone but the wolf. I think that a larger number of people have been doing a little wolf hunting than heretofore, with good results, as shown by the amount in boun-

ties paid by the Government. I believe, however, that the Government is a little too zealous in getting revenue from the sportsmen and a little too careful about paying out a sufficient amount of that revenue to protect the game from poachers,

biped and qu a d r u p e d. When I say this I am not giving any unfriendly criticism to Government which, on the whole, is doing well. If I point out its faults it is in a friendly way. And here I would digress and again remind the Government that one fault which stays alive in my memory is that of allowing the lumberman to feed his men upon deer and fish, both killed out of season, when a stricter sur-



THE LAST SNARL.



ANOTHER VIEW OF CAMP.

veillance might have stoppéd it to a large extent. Its predecessors did the same, but that is no excuse. While criticizing the Government I would digress still further and ask them to penalize the lumbermen who compel their men to eat their meals without one word of conversation taking place. I have known a full dinner to be eaten in five minutes. By allowing these rules to obtain in lumber camps they are helping to destroy the digestion of the backbone of the country, viz., the backwoods farmer and lumberman.

The lynx hunt was a most exciting affair during our wolf hunt of 1908. The fresh trail of the lynx was followed for several miles before his trackers

came up to him. The lynx is always a poor climber of precipices, though a great tree climber, and when a steep mountain range was met he doubled back into the valley or followed it. Hope and his guide, who were leading



THE ARRIVAL



FOLLOWING A TRAIL.

in the hunt, knew of this peculiarity of the animal and made several cuts, shortening the road followed by the lynx. Twice the lynx climbed a tree, either for security or with the hope of being able to pounce upon his followers. He evi-

dently was not satisfied with his location, however, and descended again each time. When at last overtaken he was blown and standing at bay. The guide, who was leading, came upon him suddenly and the animal sprang at his head. The

guide very quickly and cleverly pulled out his knife, which all the wolf hunters carry in a sheath, and cut the lynx on the side of the head. The lynx did not like his reception, and, swerving aside, sprang at Hope, who had stood to one side and was holding his 25x36 rifle ready to use and with unerring aim (Hope was the best shot in his regiment of Mounted Infantry specially raised for the war in South Africa) gave the animal that deadly little bullet fairly between his two fiercely-glaring green eyes. The lynx fell in a heap. Hope gave him another as a precaution, for he knew well the power of



THE RETURN TO CAMP.

the lynx' paws in letting daylight into the hollow parts of a man.

How dearly we wished that the wolves would try something of the same game, but they were too well fed and chose stormy nights to surprise the deer. We heard them after the deer when they were killing them, but we never could see one and we did not shoot a wolf. The chance, however, is well worth going to try for. They killed several deer within three miles of us—four in all I believe.

We had only fairly started our hunt when we realized that time was up and we must leave again for the front. We were reluctant to go, because we felt that we were only just getting into the game.

We added to the Wolf Hunters' Club the names of J. K. Hackett, Ed. Huffer,



THE WOLF'S WORK.

F. Scully, Byron Brooks, and J. A. Hope, fine, good fellows, good shots and keen sportsmen. We commissioned our guides to come back and look over the line of traps and baits we had out, and finally wound up our ten days' hunt with a hard tramp of twelve miles to Jones' stopping place. This was a hard tramp because we had a thirty mile head wind to tramp against.

Before closing my simple narrative I would say that here is one feeling ever present with us up there, and that is a desire to come back in summer to those wonderful island-dotted arms of Great Kippewa Lake, each ten, fifteen, twenty and more miles long and running in every direction and any one of which will take us into the best of all regions, namely, the one where we have never been.

We have heard here from forest rangers of the Upper Coulonge river, with its millions of speckled trout, but we have never been there. We want to go very much. We also want to follow those waters to their junction with the head waters of the St. Maurice River, which would bring us down to Three Rivers, or to the head waters of the Saguenay and down to the mouth of the Saguenay River itself. We would like to do all this but life is short, and our occupations many. Some fortunate beings



OUR CAMP.



PART OF OUR BAG.

however, have the time, money and physique, with the taste added, for such a trip, than which we know of nothing better in the way of recreation.

Here on Mackenzie Island, where we are camped, is a string of four or five small lakes—lakes within a lake—and within easy reach are bass lakes. These could easily be stocked with trout and preserved. The speckled trout fishing is now a little farther away, but it is here in close enough vicinity.

This is the country for fall hunting. The summer trippers can take in this island on the way, but only a few miles away is a better summer region, owing to the absence of trout and bass around this island at present.

How marvellous are the waterways of this Northern country. We have been coming here for many years, and yet we have not seen the hundredth part of it, not the thousandth part of it we might say without exaggeration. Long live the North for ten months of every year! The only months we could cut out are the freezing up month in the fall and the thawing out month in the spring.

Without a frost-bite at any time we concluded the Hunt, and finally reached the end of that twelve mile tramp at the stopping place, with its suspicion of civilization. Here we met sleighs in which we drove back to Kippewa and the railroad. On the return we had a good lumberman's dinner at Lumsden's Mills. Mr. Lumsden drove us behind some very fine horse flesh to the Bellevue Hotel at Temiskaming, which is a well built summer resort that a big furnace keeps warm all the year round. All our connections we made successfully. Our invalids of the Wolf Hunters' Club will be known at the Mattawa Hotel as the men who ate four beefsteaks each at their fourth meal that day. Next day their performance at the Windsor Hotel in Montreal was quite as remarkable. Three of our party go home with a pelt apiece. Not wonderful, you say; perhaps not, but try next year yourself to shoot a wolf in a heavily timbered country; if you succeed (otherwise than by pure accident) you will find that you have a story that every true sportsman will be glad to hear.

# Fishing in Alberta.

BY GRASSHOPPER.

**H**AVING always been an enthusiastic follower of Isaac Walton, and a wielder of the green heart, I now pluck up courage to write a few of my experiences since being in Alberta. I have been fairly fortunate in both pike and trout fishing. My best day of pike fishing was thirteen fish from the Bow River, the two largest being ten and twelve pounds respectively, the average about seven pounds. Some of my trips have been successful, and some otherwise, but the ones I look back upon with the greatest pleasure were in October 1907.

I have noticed that during the fall the fish congregate in the holes of the smallest rivers, before migrating into the larger ones, and after carefully watching for several weeks, the fish began to bunch up—now was my opportunity.

I kept the secret to myself for a day or two, to make sure that I was on the right track, then after carefully overhauling rod, hooks and lines, I went to bed, but not to sleep, for I was catching fish all night. So I got up about four a. m., had breakfast, hitched up and started, arriving at the pool about six o'clock. I looked carefully through the bushes into the pool, and there they they were, waiting for their breakfast. I went back a few yards to fix up the tackle, then went back very quietly for the first cast. The bait had scarcely touched the water when there was a great commotion, they all wanted the one grasshopper, but a two pounder got it—and I got him. He was a beauty. The others had to wait with patience while I got their breakfast ready, which was not long, as I was as anxious to feed them as they were to feed. I soon had a few more averaging one and a half pounds each. Then with the usual fisherman's luck I hooked a beauty, but after playing it for a few minutes the leader broke. Of course there was nothing said, but a lot thought. However, it did not take long to fix another leader and commence again, and

the total for the morning was sixty fine trout. Then hurry back to town in time for work.

The news soon got around the shop where I am employed that Fred had been fishing, and the fish did not last long. When the boys had done admiring them I had about a dozen left. Then I had to promise some of the boys to take them out one at a time. When I took the first one we got 54 fish, 47 the second time and the next time 64. It was during the next trip that the greatest excitement occurred. We had been having some excellent sport when I hooked a trout about six inches long, when a large trout took it as I was landing it. I let him take it, thinking he might swallow it, hook and all. After giving him about two minutes, I struck him, but it came out of his mouth. I tried him again, and he took it a second time, but after playing him for some minutes the hook broke. I thought I would give him one more chance, so I fixed up a ten inch trout on a Jardine snap pike tackle. As soon as I made the cast he took it again. I felt sure he was mine this time, but no—the trace broke, and this was the last we saw of him. Moral—soak your traces before using. But the total for that morning was 88 fish.

Then came Thanksgiving Day, the last day of the season. I took two friends with me, to fulfill the remainder of the promises, but the trouble was to get the right bait (grasshoppers), but we managed to get about a dozen. We left Calgary about 8 a. m., arriving at the selected spot about 8:55. I might say that my two friends were novices at wielding the rod, so I made the first cast to instruct them in the art of angling. The bait had scarcely touched the water when twang went the line, a sound which is music to the ear of an angler. A short struggle, and a fine trout lay on the bank, weighing one and a half pounds. I thought it was a very good

start. As the grasshoppers were scarce we decided to cut each one into three pieces, to give each one of us a chance, taking it in turn to have head, tail or middle. They did not last long, as the trout were ravenous on the feed, and each piece of bait meant one or more fish until our stock was completely exhausted. Then we had to stop fishing and go hunting grasshoppers. There had been a sharp frost the previous night which made them scarce, but we were fortunate enough to find a few. When we got back to the river the fish were still there, and still feeding, and for

about an hour the sport was fast and furious. In the meantime, our wives had driven out with our lunch, and they soon had a fire going and the kettle boiling, and the reader can guess how much we enjoyed the lunch after such a morning's sport. Afterwards we fished again, but the fish were not feeding so fast. However, we got a few more, and our total catch amounted to 150 fish from one to three pounds, which is not a bad day's catch so near a city of 20,000 inhabitants, and a large number of them anglers.

A considerable number of the fish were greatly enjoyed at the Calgary Hospital.

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## Our Vanishing Deer.

BY T. M. R.

**T**HE small minority of the people of Ontario who have the preservation of the deer at heart, owe a debt of gratitude to Rod and Gun for the open pages afforded them for the discussion of their views.

On the strength of a forty-seven years' residence in the woods I have no hesitation in endorsing the views of your correspondents in February's number as to the undoubted decrease in the number of deer in the country north of the Severn River and south to Lake Nipissing; and would say that if the hounding continues it is a question of a very few years until the Red Deer will have followed the Buffalo.

It is gratifying to read the able articles in a recent issue from the pens of the Rev. Dr. Murdoch; Mr. A. C. Pratt, M. P. P.; and Mr. E. E. Lemieux showing as they do that at least a small proportion of the population are interested in the preservation of the most beautiful and graceful of the natives of the Canadian woods, even though only as a

means for the gratification of the desire for sport.

If the deer are to be saved from extermination, at least for a few years longer, it is absolutely necessary that hunting with dogs should be prohibited at once, and that more precautions should be taken against hunting out of season. It is well known that many deer are killed before the opening of the season and also after its close; and reports are frequently heard of deer being killed through the whole winter in the lumber camps and by remote settlers through the summer also.

I may say in conclusion that in trying to strengthen the hands of those who are making a fight for the deer, I am not doing so from a selfish motive as I have never killed a deer and take much more pleasure in seeing the graceful animals in the woods or as sometimes happens in my fields than a thousand times the value of the flesh of the animal dead, and I think that killing of a defenceless deer but poor sport at best.

# Kaliki The New Rod Wood.

BY P. E. BUCKE.

**W**HEN enjoying a summer outing in Vancouver in 1904 I had the misfortune to break the tip of my Chubb combination green heart fly rod, which I had been using for several years. The rod was a favorite and had done much execution amongst the finny tribe.

Being a long way from home and in a country where scarcely any hard wood is to be found I felt very down-hearted over my bad luck. Making great complaints to a friend over my misfortune he advised me to apply to a Mr. Cooper in my trouble, informing me that he was not only a worker in wood, having a factory for making cabinet ware and other furnishings, but that he was a fisherman of no mean sort. Mr. Cooper was immediately interviewed and at once, to my surprise and great satisfaction, produced a partly finished rod made of wood called Kaliki, but which he said the Siwash Indians called "Scucum" which word I afterwards found out was a generic name for strength or toughness as a strong man etc. Mr. Cooper told me some specimens were growing in Stanley Park.

I immediately became interested, but I could find nothing about Vancouver long enough or straight enough for my purpose. Mr. Cooper was unable to supply my requirements, but I fortunately came across another individual from whom I obtained sufficient to repair my disabled rod. From that time forth wherever I went my eye was constantly scanning all likely places for this valuable plant.

After a time I took a run down the coast to Seattle, Washington, U. S. making a stay there for a few weeks. I found this shrub growing there in abundance, on vacant lots all over the town, in the ravines and woods around, on the islands of Lake Washington, which lies back of the city, and was specially cultivated in the parks for its beautiful plume-like blooms.

In its wild state it was of small size, cultivated in the parks it made a heavier growth, but of course the stems could

not be had for love or money. In one of the parks, which I frequently visited I became acquainted with the Superintendent and the head gardener. I found they secured the assistance of an American botanist to classify and name the various plants and trees. The tag on this specimen was *Schizonothus discolor*.

On my return to Ottawa I asked my friend the Dominion botanist, Professor, John Macoun, what name it went by in Canada. He said *Spirea discolor*, so that Kaliki, Indian arrow wood, scu-cum and other names are merely local terms.

On one of my many excursions from Vancouver I came across a Siwash Indian sitting on a log near his house very busily arranging his spear for his autumn hunt. In Ontario a spear is supposed to be a pole or handle of eight or ten feet long with two or more prongs attached to the end of it. A salmon would laugh in your face if you attempted to land him with such a rigging. With one twist of his tail he would smash your pole and clear out.

The Siwash spear is quite another breed of cats so to speak. It consists of a large sized fish hook about two and a half inches from point to shank. The hook is securely whipped to a piece of Kaliki eighteen inches long nicely fined down for that purpose. In the other end a taper hole is drilled with a jack-knife or other implement. The pith which is about an eighth of an inch in diameter is first taken out to the required depth, the hole is enlarged to one and a half inches tapering down to nothing, say three inches deep. Another piece of Kaliki two feet long is pared down so that it will fit tight in the hole. This last piece is spliced to cedar or fir pole sixteen or eighteen feet long, a piece of small sash cord or large sized cod twine is securely whipped to the short piece to which the hook is attached, and again at or near the splice to the spear handle, leaving the cord quite slack. When all is ready the pole is shoved home in the socket, the Indian takes his stand at a

suitable place, Mr. Salmon comes along, Siwash passes his hook under him, gives a jerk that drives the hook firmly home, the short end with the impact comes off the handle and the salmon hangs as if it were on the end of the short piece of rope. Here he has full play till the Indian pulls him ashore or into his boat.

I sat on the log and had quite a chat with the Siwash.

"Where you go fish?"

"Up at Squamish."

"What you catch?"

"Hump-back and dog salmon"

"How many you take a day?"

"Suppose ninety, sometime one hundred and twenty."

"How much you get?"

"Twenty cents for one fish."

"What do they do with fish?"

"Can and send to Japan, Japs love dog salmon."

Whilst on Vancouver Island I found a good deal of Kaliki in various places. I procured a few sticks of it and brought it east with me. I gave enough to your esteemed contributor, Mr. Walter Greaves, to make a couple of rods, and certainly he has made up one, a three jointed elevenfoot fly rod, with nickel trimmings,

which is a real beauty. It is the most resilient and best balanced rod I ever saw.

This wood is so elastic that if you could tie it in a knot it would on being released fly back as straight as ever. At the same time when thoroughly seasoned it is hard as a piece of bone. Lance wood and green heart are not in it with Kaliki for strength, elasticity, or durability.

It would well repay anyone to make a specialty of growing this wood by the acre and selling it to the Rod-makers of the world.

On my next trip to British Columbia I hope to get some one interested in its cultivation there. In the meantime I am much pleased at the growth the plant is making which I presented to the Niagara Park Commission last Spring, and am in hopes when it is sufficiently far advanced Mr. Roderik Cameron, Chief Park Ranger at Niagara will be able to propagate it for useful and ornamental purposes. I feel sure it would stand the mild climate of Essex and Kent.

The plants brought to Ottawa soon succumbed to the crispness of the climate at the Experimental Farm.

## A Nova Scotian Fishing Lake.

BY T. N. S.

**C**OMING home from my work on the fifteenth of February some years ago, I met that pesky Indian, John Paul, and from him caught my first dose of the fever for that season. He told me about a small lake which he had stumbled on when trapping in the Fall. As near as he could tell the lake was about west of the Head of Debert River.

While he described the place (and John can describe) I felt a queer feeling about my heart. But when he began to talk about the fish that he had caught there I knew that it was all over with me, I sure had the fever; otherwise I never would have given John two cigars at parting.

After supper that evening I made straight for my little room. Rod, net, reel, fly-hook, basket, all were examined and found to be in good condition. Then I started out to find Jim. I found him reading the evening paper. After a few remarks on the weather and politics I started to talk fish. Jim slowly put the paper down and looked at me with a grin "Holy Moses!" said he, "you've got it already and this is only February!" Then we started for Jim's little room and repeated the examining performance. The "Call of the Wild" is certainly very catching.

It was two o'clock that night when

Jim and I stopped talking. All our old trips had been gone over and this new one to the little lake had all arrangements cut and dried. That night I dreamt of trout and all the next day as I went about my work I heard the wind in the trees, the dip of the paddle, the ring of the axe cutting firewood, or the lap of the waves against the raft.

From that time on till the fishing season opened I visited my little room on an average twice a week and went through the untying and tying-up-again process with all my fishing gear. Once the fever starts it's never cured until you strike the woods.

May twenty-fourth found Jim and I at an old lumber camp on Debert Mountain. A boy had brought us in and was coming for us in three days. If Heaven on earth is anywhere, it is in the woods. Firewood piled under the stove, supper dishes washed and put away, fir beds made in the bunks and your pipes well going. What more can men want?

Early the next morning we were off for the little lake. Half an hour on a west course brought us to Debert River. Another half hour north-west up the river and we were at the head of it. A good sized lake was found but it was one in which John Paul had said there were no trout.

"Over there," said Jim pointing to the westward, is the lake we want."

Yes, over there. John Paul had said about a mile west. The Government Geological Map said the same, and away we went to the westward. It's a marvellous thing how much land there is around a small lake. But if you have tried to find one from a friend's direction or a Government map you know exactly what I mean. We went what we supposed was a mile west, then north, then south, then some more west, north, and south again, then back east and north and south again, our feelings towards John Paul and the Government undergoing a gradual but complete change.

At eleven a. m. we decided to return to the river and try again. Just as we got started back we found the lake. Jim said he knew all the time we were too far west. Jim can always tell you what was wrong when it is over.

A raft was soon made and we fished that lake, most eagerly from end to end, and from side to side. I used all the flies I had, Jim tried them with minnows and finally we came down to the lowly worm but never a fin did we see. Going out that evening we blazed a trail to the river and our chief subject of conversation was John Paul.

Next day I could get Jim no further than the river. I therefore left him fishing there and went on to the lake alone. I worked hard fishing all over the lake but without result. At twelve o'clock I went on shore to eat my lunch. After dinner I lay under a large tree lazily watching the lake and thinking many things. Perhaps John Paul had the fever and was not responsible for what he said. Perhaps this was not the right lake at all. Perhaps Jim was catching big ones in the lake below.

As I lay there thinking my gaze rested on a point running out into the lake a short piece down the shore. The wind had died away and the lake lay like a mirror. Suddenly about two casts off from the point there was a flash of silver and as the ripples drifted shoreward the splash came echoing down the lake. In two jumps I was on the raft and bending the raft pole as I drove her down along the shore. At the point I turned her out into the deep water, gave her a slight push and picked up my rod. As the raft drifted slowly out I pulled out my line, cast after cast.

A slight breeze came up ahead. The raft lost her headway. Still I was not getting out far enough. Standing on tip toes I pulled out two or three feet more of line and cast. Arms and rod seemed to work as one. The line straightened and fell just where I wanted it. Holding my breath I slowly drew the flies toward me. Splash! Wollup! tick-a-tick-a-tick-a-tick! I had him!

Then the fun commenced. Down he went to the bottom. Then he came to the top and I saw him. He looked a yard long. Then he tried to trip around the raft and finally came straight for me. My rod bent double and as he turned away from the raft I gave a sigh of relief. At last I landed him and as I looked at him curled up in my basket I felt good,

real good. I calculated he would go four pounds at least. The rest of the afternoon I spent right there but without any luck.

Going out I met Joe at the lower lake with his basket full of what he called trout. I looked them over; the best would not go three-quarters of a pound. I said nothing.

As we went back to camp Jim told me why he did not go to the little lake. He said he knew there was no fish in it by the look of the bottom and by the look of the water and for many other reasons. I said nothing but felt much.

After supper Jim started to divide his trout. I was sitting back in the bunk trying hard not to grin. He divided them

on the table into two piles and then reached down for my basket to put in my share. He picked it up then dropped it back and opened it.

I can see him standing there now, pipe in one hand, mouth open, eyes staring. I said nothing. Then Jim found his tongue. "By the bald-headed ghost of the great departed Isaac Walton" said he "Where'd you get the whale?"

"Oh," I replied, "just a sample from the little lake!"

Jim flopped that trout on to the table and measuring him all over putting down the figures in his note book.

That was our first but no means our last trip to that lake. For the rest,—  
Some other time

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## Lines on Lake Okanagan, B. C.

BY THE REV. C. T. EASTON.

Fair Okanagan! In beauty reposing  
Can e'er a lake's bosom be clearer than thine?  
Or prospect more pleasing for mortal to muse on,—  
The mountains inclosing, thy wave crystalline.

Grand Okanagan! How placid thy face is;  
When Morning's calm splendor presides o'er the scene;  
'Ere the rippling zephyr of summer expands o'er  
Thy mirror like surface, with silvery sheen.

If Okanagan, the full moon resplendent  
In all her enchantment, transfiguring shine—  
'Tis then, Okanagan, with blissful contentment  
Thy prospect we gaze on, and think thee sublime!

Oh, Okanagan, Peace is thy Guardian!  
Frequenting with freedom thy picturesque shores,  
Where denizens wild come, on swift rushing pinions,  
When summer thy transient beauty restores.

Farewell Okanagan! Thy vista so smiling,  
Is sweetly idyllic to friendship and love,  
Disclosing a beauty which charms whilst beguiling  
Our steps to the mountains, high crested above.

# Fishing Experiences in New Brunswick.

BY C. S. MACDONALD.

**T**HE northern part of New Brunswick is rather sparsely settled, and about five miles inland a dense forest extends south from the Restigouche River for many miles. Here and there streams may be seen flowing now smoothly, and again rushing swiftly towards the sea. Speckled trout and salmon are very abundant in these streams which are not fished to any great extent, though recently wealthy Americans have secured exclusive fishing privileges over some of them. The water is clear and the fish are very lively—just the place for the sportsman to spend a profitable holiday in the month of August.

In the year —— a party of us decided to take a trip from Toronto to this sportsman's paradise to see what New Brunswick had to offer to enthusiastic anglers. We completed our plans and after a journey of two or three days arrived at a place called Jacquet River; where we had secured accommodation. The trip down was uneventful though by no means devoid of interest. From Toronto we took one of the boats of the Richelieu and Ontario Navigation Company as far as Montreal, passing through the Thousand Islands in St. Lawrence River and later on shooting the series of rapids. We had beautiful weather and there was just enough of the spice of danger in shooting the "Rapids" to make one feel keenly excited. In going down the Lachine Rapids, which are the most dangerous, the boat rushed madly through the waves toward a huge black rock, whose flat surface is plainly visible above the waters surging around it. Suddenly the boat takes a sharp turn and all danger is over—though more than once it has been the scene of a wreck. When we arrived at Montreal we discovered that the engine room was filled with water, and on enquiry learned that the boat had struck a rock and sprung a leak.

From Montreal to Quebec the journey was made at night on board a beautiful steamer called the "Montreal." Of course most of us sat out on deck with

the star-lit sky for a covering. Every here and there a camp fire brightened the dark shore line, and the soft strains of a string band, which was playing somewhere on board, were wafted down the breeze. The next morning we arrived at Quebec and Point Levis, and from the latter place took the train for the rest of the journey. Late the same night we arrived at our destination after a most delightful trip.

At Jacquet River we found fair accommodation, and several weeks passed very pleasantly during which we waded the river and whipped the stream for hours, always making good catches of trout, and occasionally hooking a big salmon.

Suddenly a spell of dirty weather overtook us, and we were forced to keep to our hotel where we talked over plans for the future. I think we all had a great desire to go to a lake situated ten miles inland in the midst of a very thick forest, for it had a certain air of mystery about it; besides it was said to be full of trout. Finally we decided to investigate on our own account, and a few days later, fine weather having set in, we made our arrangements with that end in view.

About three o'clock one bright afternoon eight of us, including two guides, started out in two lumber waggons. We had an ample supply of provisions with us, as well as fishing rods, two guns and a rifle. The first half of the trip was over very good roads, and we thought we were getting on famously, when a black looking forest loomed up in front of us, and as we approached it looked more and more gloomy. The guides then informed us that the next five miles of our journey had to be made through these dense woods along a path used only in winter by lumbermen in getting out logs. We had not been told this before, but of course would not turn back.

It was necessary to leave two of our horses and both waggons at a farm house while we proceeded on foot the rest of the way. A sled, called a "jumper," was procured on which the guides packed our

provisions, blankets and rods, and to this the third horse was hitched. Our overcoats were thrown over the back of the fourth horse and the guides then called for a volunteer to sit on the coats. Nobody seemed anxious to offer his services, and not wishing to be disagreeable I came forward. Soon everything was ready and off we started again, one of the guides leading the way with an axe over his shoulder.

The forest was exceedingly thick and it was almost impossible to penetrate more than a few feet on either side of the path. The rain of the last few days had left the ground very soggy and in some places the water lay a foot deep, while the mud was quite two or three feet thick. No doubt the others thought I had an easy time of it,—perhaps I had—but I was seated on some coats loosely thrown over the horse's back and these would slip first on one side and then on the other. Frequently my horse's legs disappeared in the mud, and there was an awful struggle when the poor brute endeavored to release himself. I was fearful lest I might slip off into one of those black mud holes. Sometimes my horse stuck so long and struggled so hard I felt sure he must have in some way got one of the counties of New Brunswick attached to his hoofs and was trying to pull it out of the mire. However I comforted myself watching the others as they tramped along, covered with mud and not in the best of humors, though they all tried to look cheerful. Several times we had to wait while fallen trees were cut away from the path, and during these delays I tried to get someone to take my place, but they were all very unselfish and were not willing to deprive me of it. Perhaps they thought my long legs were better fitted for tying myself on.

It soon became so dark that we could scarcely see ahead of us, and the black flies were very busy seeking their evening meal. I had a knitted woollen cap which I pulled as far as possible over my face, and smeared the visible portions of my skin with some disagreeable preparation which was warranted to kill anything. It was no use, the little brutes got through everything. One could hardly

blame them for they seldom had such an opportunity to get human blood in that isolated region.

At last we reached a small clearing in the middle of which was a lumberman's shanty. It might have been a palace, we were so glad to see it, and at once prepared to spend the night there. One of the guides got a fire lighted while the other looked after the horses. I appreciated that supper in the forest as much as any meal I had ever eaten. The green tea was nectar, while the ham and eggs had a particularly fine flavor. The older men then told stories, some of which I daresay may have been true, after which we crawled through the narrow doorway into the shanty, leaving the guides outside as they preferred staying up all night.

A broad bench-like arrangement about three feet above the floor ran along one side of the shanty, and on these small cedar boughs were strewn, over which we spread our blankets and rolled ourselves up in them. I was soon asleep but was shortly after awakened by loud noises on both sides of me. Unfortunately I had taken my position between two of the older men who were incurable snorers. They would not stop, though I tried hard to get relief. Each seemed determined to outdo the other, and I think they both succeeded. Every now and then I could hear a murmur which I easily interpreted into a protest from some other member of the party. At last I got to sleep again, but not for long. A slight noise awakened me and with the aid of the light from the fire outside I could see two figures moving about the shanty. The guides were looking for the rifle to have a shot at a moose which they had seen at the edge of the clearing as it was staring at our fire. Of course the moose had gone by the time the rifle was found, so I returned to my blankets again but it was no use, I could not sleep. The excitement had been too much for me, so I got up again and went out to the fire where I spent the rest of the night talking to the guides. As soon as it was daylight I went over to the place where the guides had seen the moose, for I thought they might have tried to work a bluff on us,

but the fresh marks of a moose's hoofs were there all right.

After breakfast we started for the lake, which was about a mile away, and it took just one hour to cover the distance. There was no attempt at a path, and we had to break our way through the dense underbrush. On arriving at the lake we put our rods together and commenced fishing at one end, some of us using bait and some fly. The lake was certainly all that was said about it, for we caught trout as fast as we could get our lines in the water. At the end of an hour or more some of us got rather tired of such fast work and finding a raft we poled down the lake to see if the fish were as plentiful elsewhere.

The lake was about two miles long, and in some places about half a mile broad. We went some little distance but caught nothing, and one enthusiastic fisherman in his eagerness to fathom the depths fell off the raft. We got him on board again without much difficulty, and started back to where we had left the others. A little wind had come up and we found it hard work poling the raft against it. However, we got back safely and found that the trout were rising almost as fast as they had done at first. About noon we had lunch and decided to fish just one hour more, and then start for our hotel again. The fish were now becoming a little shy, and instead of using our rods we watched our expert fisherman land his trout. He had on high wading boots and was standing in water above his knees, while one of the guides stood directly behind him holding a creel. It was a beautiful sight to watch the delicate casting line fall gently on the water and curl up like a gossamer thread in a light breeze. Then a big trout would rise to it as it was drawn slowly back again. Sometimes one would flap it with his tail, trying to drown the sham fly. They fought well, as trout usually do, but what chance has a fish when well hooked? The guide had to go ashore twice to empty the creel, and at the end of the hour our sportsman had landed fifty-eight trout. Our whole catch half filled a good sized potato sack, which was an extraordinary showing for a few hours fishing.

We took our rods apart and started back toward the shanty, passing a few moose tracks on our way. Our stuff was soon packed and we were off once more on our homeward way.

It was again decided that I was to ride one of the horses, but this time only part of the way, as one of the others wished to ride the rest of the distance. Most of the big mud holes were on the other half of the forest track, but I did not feel called upon to draw anyone's attention to the fact. The travelling was much easier going back, as no obstructions impeded our progress, though pools of water and mud holes made the procession go a little more slowly at times. The black flies were not so savage as they had been the evening before, but they again showed their resentment at our presence in their lonely region. It may sound impossible but it is a fact that I bore the marks of their stings over my temples for nine or ten months afterwards.

When we had accomplished about half of the distance through the forest I gave up the horse I was riding to one of the others. Now I would again remind my readers that our overcoats served for a saddle, and a very uncertain one it was. I gave my successor a few words of friendly advice as to how he should stick on, and I tried to explain the horse's action, when struggling to get out of a mud hole.

We were soon on our way again, and before long came to the worst mud hole on the path. I lingered behind to see how my friend would manage his horse, and was very glad I did so.

The poor beast sank almost up to his belly in the soft, sticky mud, and the rider began to sway from side to side in his frantic efforts to keep his seat. It was ludicrous to see how frightened he was of that mud hole; but his struggles were of no avail. The coats began to slide, and with them my friend, with the result that before he knew it, he was on his back in two feet of mud. Truly the position was not a very comfortable one, but it afforded a great deal of amusement to the rest of the party to see him crawl on to firmer ground. I will confess that I felt more sorry on account of our

coats than I did for the luckless rider. I thought perhaps he might like to walk the rest of the way, and suggested it to him, but he mounted again, determined not to lose his seat.

We reached the edge of the forest, where we we had left the waggon and the other horses, without any further mishap, and after a short delay were on the last stage of the homeward journey.

About six o'clock we sighted the village

and on our arrival at the hotel were immediately surrounded by the other guests, eager to learn what sort of luck we had had. One of the guides emptied the trout out on the grass, and a pretty sight it was to see the fine big speckled fellows with their deep crimson bellies. The crowd looked incredulous but they knew we could not have bought them, so they were forced to accept our statements along with the fish.

## Dogs in Deer Hunting: A Suggestion.

BY M. DAINARD.

**A**S an old hunter, one who has hunted both with and without dogs, I have been greatly interested in the controversy that has been so well and ably carried on in the pages of this magazine regarding the use of dogs in deer hunting. I was born and brought up in Ontario, in which Province I have hunted both ways, and know something, therefore, of both sides of the controversy.

Now as a distant spectator, who knows something of the actual conditions of things from personal experience, and who can act impartially because no longer personally interested, I should like to be allowed to make a suggestion to my Ontario friends. Would it not be possible to appoint a committee of three—say the Chief Game Warden and a representative of the dog hunters and the still hunters to divide portions of the hunting territory into zones and permit only dog hunting in one portion and still hunting in the other. Then let the Government legalize this division and enforce it for a period of say five years. At the end of that time many lessons would have been learnt, and probably some quite unexpected developments have resulted. We should know with some certainty in which zone the deer flourished best and the endless differences as to whether dogs drive the deer from one part of the country to

another could then be settled. If still hunting is more destructive of deer life than dog hunting the conditions of the zones would supply positive proof of the fact and the matter could no longer be left to open controversy.

The fine Province of Ontario is large enough to accommodate both parties. While I like still hunting I like the dogs as well and would be sorry to see them entirely prohibited. I know that many men have neither time nor opportunity to become still hunters and unless allowed the use of dogs could not hunt at all.

It does seem to me that some agreement could be made on this basis. The Government by obtaining revenue from both classes of hunters would gain, and true sport would profit from the lessons of experience it would be possible for us to learn. I hope to see the sportsmen of Ontario come together and settle their differences on some such a plan as I have outlined and I hope to see it done soon. This would be far better than going at each other hammer and tongs and such an experiment might do a good deal to teach the sportsmen of other Provinces. Although we have no such controversy outside Ontario and Quebec it may be that the sportsmen of other Provinces would learn much from an experiment tried in Ontario under conditions which should prove ideal for such a purpose.



A PICNIC PARTY ON THE LAKE OF BAYS.

## Sailing on the "Lake of Bays."

How Sam Johnson Sailed Into Health in a Canadian Catboat.

BY HERBERT SHEARER.

**O**ften have I heard the remark: "Hard work never killed anyone," but I have my own ideas in regard to that old fraud. At any rate my friend, Sam Johnson, came down with a serious nervous trouble that the doctor said was caused by overwork and lack of proper rest and I am inclined to give him credit for knowing his business.

The prescription he gave Sam was to take a two months' vacation in Muskoka and to spend twenty-four hours every day out of doors and more if he could.

Now Sam had never taken a vacation since the summer school recess and then he was required to make himself generally useful about the store, to do the running here and there, and in the garden where he wrestled with the weeds, picked fruit and cut grass with an old scythe for the horse and cow.

I was brought up in the same little inland town, a village where the word vacation was unknown, where work was considered absolutely necessary every day in the year except Sundays, the first

of July, Thanksgiving and Christmas.

A creek ran through the village where Sam and I learned to swim in the old "swimmin' hole" along with the other kids very much against the wishes of our parents. When our own boys and girls wanted to swim we went with them and taught them how. They learned at an earlier age than we did, but they never got so much fun out of it because they hadn't the privilege of stealing away and doing it "unbeknownst" to their parents and teachers. They never experienced the difficulty of trying to explain why their hair looked wet and uncombed, or how a shirt happened to get on wrong side out.

But here was a turn in the road for Sam. He was unable to attend to business and something must be done, so he packed up the things that seemed necessary and took his whole family to the "Lake of Bays" where I agreed to join him later. For several days Sam's whole family fished in the troubled waters of the Ox Tongue River where the dark

colored water from the upper reaches turns to beautiful white foam as it rolls and tumbles down over and between the rocks as it starts on its agitated journey to the Lake of Bays. They caught black bass in the rapids and in the quiet pools of the river further down stream, where it rests for a few moments before making another plunge. It was all so interesting to be free from care, the long walks through the forest along the streams were so fascinating that the invalid improved from the first day.

But the older boys wanted to sail on the lake so a catboat was rented with a man hired to run it and to instruct them in sailing. For two whole weeks every

they were just there for ornament. There was another cleat, however, that was meant for business. It was bolted fast to the port side of the center board well and its mission was to hold the sail haliard. He also learned what a painter is and how to make it quickly fast to a snubbing post or wharf hook with two half hitches properly reversed upon each other.

Along towards the end of the second week, the day after myself and family joined his party, a stiff breeze sprang up early in the day and increased about noon to what the skipper called half a gale. He took in a reef before starting, then as the breeze freshened he ran in

the lee of an island and took in another which used up the canvass all but the peak and this projected above the deck not more than about eight feet, but the boat made good time even with this little pocket handkerchief sail.

In sailing close we caught the spray from the crest of the



ON MARY LAKE. LAKE OF BAYS DISTRICT.

day they were out sailing on the water, sailing back and forth through the channels and among the islands. Some days the boat would merely drift in the laziest kind of way, although generally there was a breeze of some kind and it often kept two of them busy.

The first day Sam learned that a sheet is a rope and that a cleat is a little wooden, or iron affair with two horns pointing in opposite directions, but that the sheet must never be made fast to either one no matter how his arms ached and fingers stiffened with cramps. There were two of these cleats, one to port and the other to starboard, but Sam says

white caps as it was picked off the comb by the strong wind and sprinkled over us until we were drenched to the skin and our little point of sail was wet clear to the peak. Then if we eased her away a little the big waves rolled after us under the stern as though intending to climb into the boat but were always just a little too late. The motion of the boat as it struggled with wind and wave, answering now to sail and now to rudder conveyed the impression that the craft possessed something akin to life. It was human intelligence conveyed through the rigging and accurately interpreted by a carefully designed, well built boat.

The skipper had the tiller and I held the sheet while the boys and Sam acted as ballast; the girls and their mothers preferred the shore that day. There was plenty of excitement and action enough



DEERHURST—PENINSULA LAKE—LAKE OF BAYS.

to keep us all awake and busy. We were so interested we forgot the flight of time but the skipper got hungry and his remarks reminded the rest of us that we had our Lake of Bays' appetites along with us. However, we went out again after dinner to finish the day's sport and it lasted until the wind dropped just as the sun went down while the day faded into twilight decorated with the gorgeous colors of a splendid Canadian

sunset.

This outdoor life was better than medicine for Sam because he slept soundly every night and enjoyed three good meals every day for two full months. At the end of that time he bought the boat and put it in storage for another year, and he declares that every August from this time on will find him sailing in the Lake of Bays.

It is now several months since the

outing, but so far as I can make out Sam is fully as strong and able to attend to business as he was before his sickness and it is due entirely to his two months' outing in the beautiful "Highlands of Ontario."



DWIGHT BAY. LAKE OF BAYS DISTRICT.

## How One Settler Helps the Deer.

BY J. H. BOTTRELL.

**S**INCE my article entitled "How One Settler Treats the Deer" appeared in the November number of "Rod and Gun," I have received a number of letters from gentlemen asking me if I could write something further upon the same lines.

Several of my correspondents seem to

appear to doubt very much whether anyone could see so many deer as the numbers I mentioned. To these doubting ones I can only repeat that my article was true in every respect. Some few years ago a gentleman went to one of the crossings on one of the lakes a few miles from here, taking with him a

camera with a view of getting some photos of deer crossing at that place. That gentleman has today a photo showing ninety-six deer and doubting ones may see from that incident that I was not far wrong. If anything I underestimated as I wished to be on the safe side.

In my former article I tried to show how some deer lose their lives by breaking through the ice; I will now endeavor to tell how some come to their end out on the ice.

It frequently happens during their migrations, both in the early winter and late spring, that heavy rains followed by sharp frosts, come on rendering the ice smooth and slippery. Now while deer are very sure footed on land they are almost helpless on smooth ice and have great difficulty in crossing. In one sense they afford one of the most amusing sights I have ever seen, their frantic endeavors to maintain their feet causing such struggling as must be seen to be realized.

Imagine, if you can, twenty or thirty deer all scrambling and falling, some of them on their backs on the ice and others falling over them, while all are struggling to retain or regain their feet. After a good deal of this struggling some will give it up and lay quiet until they die, a day or two being passed in some cases before death ensues. When I see a deer give up in this way I get out to him if at all possible, throw a rope over his head and pull him across to a place where he is all right.

Last spring I was watching some deer crossing when the ice was very slippery and saw one give up. I went out to him and getting a rope over his head pulled him back to the shore he had left a short time before. As soon as he got on his feet again he started for me striking at me with his front feet. He was evidently of the opinion that I should have taken him in the opposite direction and gave me a pretty strong hint to that effect.

Another way in which a good many deer come to their end is by their hind feet slipping out sideways. Both feet

will slip out at the same time and the deer falls on the ice as though in an upright position. A deer falling in this way can never get up and cannot stand if lifted up. I usually find one or both of the hip joints dislocated and in some cases the bones of the legs are broken. Of course in such cases nothing can be done for them, the only merciful course being to kill them as soon as possible. Some years quite a number lose their lives in this way.

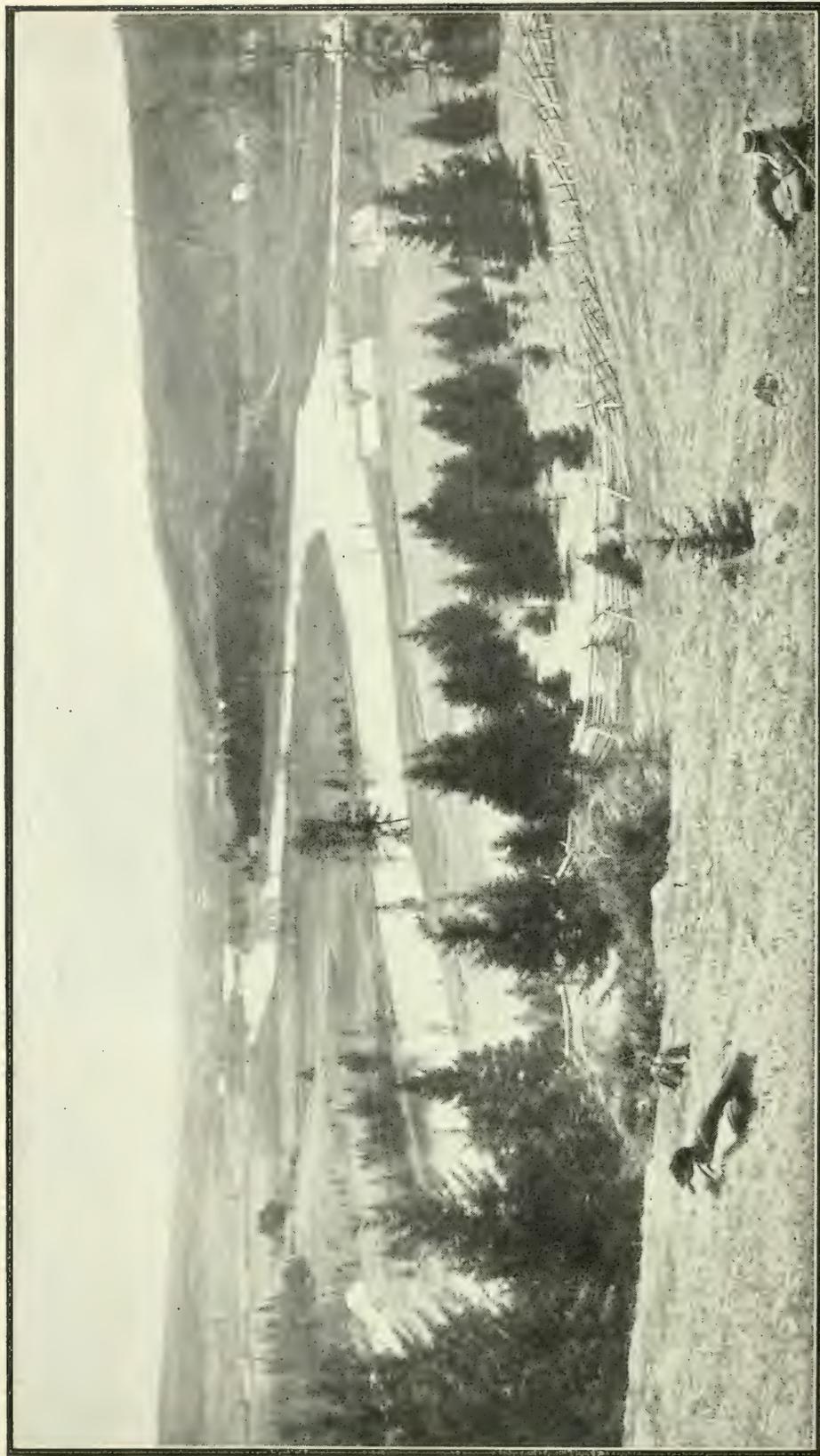
A further cause of fatal accidents to deer is the high water in the lakes which prevail some years. There are occasions when this water is extremely high, overflowing the banks to a considerable extent back from the shore. There is always a large amount of driftwood, brush and all kinds of rubbish around the lake shores and at high water this, although stationary, is all afloat. The deer trying to swim through it frequently get their legs fast and die there.

About four years ago on the evening of the day that the ice went out I took my canoe and went across the lake about five hundred yards to one of the crossways and counted thirty-four deer that had met their death in this way.

Wolves, too, are responsible for the deaths of a number of deer but not to the extent some people seem to believe. In my experience extending over a good many years I have not found to the best of my recollection over a dozen deer killed by wolves; while I have killed double that number of wolves.

While I agree with a good deal of what Mr. Hope has written with regard to wolves killing deer I think at the same time that a wolf can catch a deer at any time except when the snow is deep and loose.

I once saw a single wolf run down a large buck in a straight race on the ice; and as there were about two inches of hard snow on the ice there was no danger of the deer slipping. On another occasion I saw two wolves do the same thing under similar conditions, and almost in the same place.



IN PICTURESQUE NEW BRUNSWICK. THE NASHWAK AT THE JUNCTION OF THE RIVER TAY.

# Guides and Their Patrons:

From a Guide's Point of View.

BY ADAM MOORE.

**O**FTEN has it occurred to me that a discussion on the duties of guides—what they ought to do for the sportsmen whom they take in the woods, and what sportsmen ought to expect from them—would add greatly to the value of "Rod and Gun," and with your permission I am going to give my views on the subject from the point of the guide. I am certain a discussion would prove of benefit both to sportsmen and guides and I trust this paper will be followed by one from a sportsman who will give us the benefit of his side of the case.

For the last ten years guiding has been the principal source of my income and I have been fairly successful at the work. I think I have a fair idea of what is due to both sides and wish to do what is right by both.

Now my remarks will apply wholly to New Brunswick and I will describe the methods followed by the most successful guides of the Province. When a man, who has knowledge of the woods and some experience with the work, decides to take up the business for himself he begins by looking up the the best piece of game country he can find—a piece in which no other regular guide makes a practice of hunting. Having found such a suitable place he next makes inquiries as to the ownership of the land—that is if it is Crown land, Railway land or private property. In any case he submits a request to the owners or agents for permission to build camps and use it as his hunting territory. If he is a reliable man his request is generally granted, for all wild land owners are fully aware of the fact that in such a case the guide takes a keen interest in keeping down fires. Good camps with stores in them are far more safe than having all kinds of people running over the place making fires just where they please and leaving them without properly extinguishing

them. It thus comes about that a good guide should find no great difficulty in securing his hunting territory.

Having managed so far his next thought should be to fix his home camp. This camp, while fairly easy of access, should be well situated for the game. Here will be fixed the main supply depot and general stores, and here the guide well kept most of the tools he uses in his business.

A thorough survey of his hunting ground, with particular reference to game possibilities, will follow. Moose is the game most desired by sportsmen, and in September and October they are generally to be found around the ponds and dead waters. Trails should be cut from the home camp by the easiest routes to these haunts of the moose. In cases where the distances from the home camp are to be counted in miles it is best to fix small out camps suitable for a few nights' stay should circumstances render such desirable. Early mornings and late evenings are the best of times to find moose in these places. It thus happens that when a party have remained out till it is too dark to see to shoot they can make their way to one of these out camps and find everything prepared for their accommodation. A supply of dry wood will have been cut and stored up and no noise is necessary to make a fire. By forethought and preparation the sportsman and his guide are able to pass a pleasant evening, to have a comfortable night's rest and to be on the ground by daylight prepared to meet Mr. Moose.

Once the territory is filled up in this fashion no other guide of any repute will go there to hunt and the guide who has gone to the trouble and expense of preparing his ground well may be assured, if he is a good man at his work, of a return for the same. That is our New Brunswick method of hunting an experience has shown that it is a good one



SPOILS FROM THE NEW BRUNSWICK WOODS.  
A pile of moose, caribou and deer heads in the yard of a Fredericton taxidermist.

One of the first and most important requisites of a good guide, is a knowledge of the game he hunts, their habits, and the places they frequent.

In the next place he should possess a thorough acquaintance with his hunting territory and know just where to work for his game at different seasons and under different weather conditions. When the head guide has this knowledge any man can do the rest fairly well by following the leader's advice.

For most of the moose hunting in New Brunswick it is necessary for the guide to be a good canoe man. He should be able to handle his canoe quietly and steadily with either pole or paddle. If he sees his game a long way ahead on the shores of lake or stream he ought to be able to manage his canoe in such a way as to get his sportsman within easy range of the game, to steady it for the shot, and to be able by his ready watchfulness to tell the sportsman just where his bullet struck.

It is true there are many sportsmen who are able to give good accounts of themselves under any conditions. This however, is not the case with the majority of them. Many are on their first big game hunt and have no experience of the woods. If they are good target shots that does not necessarily mean they are good game shots. It is the duty of the guide to see that the sportsman of little or no experience has a fair chance at the game he is after—a fair chance according to his ability. It must be remembered that what is a good chance for an expert is not a fair chance at all for a man new to the business. Even when the game is moving slowly through the trees it is difficult for a man unaccustomed to firing in that way to make a successful shot. The guide should know this and not insist upon the sportsman shooting unless he is a quick shot and has a fair chance. The guide must not think that what is an easy shot for him with his experience, is anything like an easy shot for the sportsman he may be guiding.

I well remember several years ago guiding a sportsman who was a good target shot, though he was slow, as target shots usually are. One afternoon

we came on a big bull moose in a nice open growth of fir trees and the animal was only sixty yards away. The bull was walking slowly and every few steps he made a slight pause. The chance seemed to me a most excellent one and I urged him to take a shot. The trees however bothered him so much that he allowed the bull to walk away without firing. I admit that I was provoked and told him sharply that he should have taken the chance as it was not likely he would have a better one. Very quietly he replied to me that for a man of his ability at shooting the chance was not a good one. I was struck at the time with the justice of this answer and have never forgotten it. Indeed the more I have thought it over the more I have agreed with it and tried to act up to its spirit.

One of the best pieces of advice I can give to a guide is to do his best to give the sportsman he may be guiding the best chance of a shot according to his ability. Allow him also to shoot his game for himself. Don't carry a rifle unless requested and then use it only on wounded game that might otherwise get away and die in lingering agony. It is not satisfactory to either party to have the guide shoot the game and give the sportsman the credit of the performance. The sportsman will appreciate the efforts of the guide to give him a good shot far more highly, and if successful he will think far better of that guide than if the latter took advantage of a more difficult situation and shot the game for him.

I have heard the assertion made on several occasions that the sportsman should do his share of the work with the guide. Now I think it is wrong to expect anything of the kind. I have seen a few who were willing to do this and who really seemed to enjoy it. They were however very few indeed. Of course their object in visiting the woods is sport and not work. The sportsman is there for sport and the guide is there to do the work.

The sportsman should not be required to carry a pack. A man with a pack on has a poor chance of a shot, and when in a game country, where an animal may be met any minute, the sportsman

should be in a position to fire a shot at any time. Carrying a pack is also too much like work and the guide is paid to do the work. If there is more than one load to carry take another man along to help, or go over the portages twice, either way way is better than giving a pack to the sportsman. It is necessary for a guide to be able to cook fairly well even if there is a regular cook for the party. Both the sportsman and the guide are likely to be away from the main camp on occasion and perhaps for several days together. At such times the guide should prepare some tasty meals. He should know how to take care of the game when it is killed and be able to prepare the head for mounting. He ought further to be able to do three days' work in one if the occasion calls for it. Above all he should go about his duties cheerfully and then they will be performed well.

The guide, if he knows his business, should anticipate most of the wants of the sportsman and not wait for them to be made known before giving his attention to them. I will not go so far as to say that for a man to be a good guide it is necessary for him to have had an education; but I will say he can make a much better guide if he has had one. A good guide should be able to answer questions about game, fish, woods and waters with intelligence.

A man to be a good guide must be sober and industrious and if he doesn't use tobacco so much the better. I know that many will not agree with me on this point but readers would be surprised to know how many of the best guides in New Brunswick use neither tobacco nor alcoholic liquors.

The guide should be on deck bright and early in the morning prepared to call the sportsman and not waiting to be himself called. He should likewise be prepared to propose hunts and not wait for the sportsman to invite him out. He should always speak the truth and never exaggerate, particularly with regard to game. There is no way by which a guide can lose a man's confidence quicker than by exaggerating over game matters, and once that confidence is lost it is by no means easy to regain. Whenever an

appointment is made be prompt to the minute, indeed be on hand a few minutes before if at all possible. Be friendly but not offensively so: talk when you are invited but not too much; be courteous and always willing and you will get along. Last but by no means least learn to keep your eyes open and your mouth shut—which means see all there is to see and make no noise—if you would be a successful hunter.

Guides who follow these rules can command good wages and will get work when they are known. Sportsmen are good fellows, with very few exceptions, and I have found little trouble with the worst I have had. When out on the hunt if the sportsman wishes you to carry three or four coats or sweaters—carry them. That is what he wishes you to do and as he is paying you for carrying out his wishes there is no reason to kick.

There are however very great differences in the sportsmen one has to guide. Some go purely for sport and enjoyment and have a real good time, none the less good if they fail to get game, for game with them is not the sole object of the outing. These men are of the right sort and it is an unalloyed pleasure to be with them. That however is no reason why they should be taken to a place where there is no game. They can be happy without killing a whole lot but they like at least to see the game.

Then there is the other kind of sportsman whom no guide wishes to see. Fortunately there are not many of his class but there are a few, and we have all seen him at least once. He is the man who doesn't care to hunt, it is no pleasure to him; but it is a fad to kill a moose and he wants to do it. His moose must be a record breaker or he's not satisfied. He is in a desperate hurry and whatever he does must be done quickly. He is the man who gets lost in the woods with his guide and the latter might have starved there but for his cleverness in getting both out. By the time he has been in the woods a week he knows more about the game and the country than any guide can tell him. They have not the intelligence to compare their long years of woodcraft with

his week's experience. He tells the guides what a good time he will have when he gets back to the city; he generally has a bottle with which to console himself and keeps it to himself. He is glad when the hunt is over and so is the guide.

I never take such a man if I recognize him, but I have got fooled once or twice. There is only one good thing about him—he is in a minority and when he disappears he will be “unwept, unhonored and unsung.”

## A Deer Hunter Kills A Wolf.

SO much has been written of wolves, and their depredations on the deer that the success of Mr. John Anderson, of Messrs. Chase & Sanborn, Montreal, in his last deer hunt in the Kippewa district is most interesting. The wolves, although usually plentiful in that neighborhood, appeared to be in greater numbers than ever last November, and while the hunters were in camp they found the deer being chased every day. This camp was situated half way between Mattawa and Lake Temiskaming and near the line of the Canadian Pacific Railway.

On November fifteenth Mr. Anderson was out on a still hunt for deer, and while picking his way with care observed a wolf coming along an old timber road on a fresh deer track. No doubt visions of a venison meal so absorbed his attention that he did not see the hunter who continued to give him pretty close notice. When within one hundred yards the wolf caught the hunter's scent and

immediately took to the woods. He had delayed too long and just as he was passing an open space a well directed bullet caught him behind the shoulder and brought him down. When the hunter reached his side the brute was dead and it was subsequently ascertained that the bullet had penetrated just below the heart.

At the time when Mr. Anderson achieved his success he was very intent upon getting either a deer or a moose and was not even dreaming of a wolf.

As will be seen from our illustration the head is a very fine one, and Mr. Anderson is, naturally, quite proud

of his trophy. In his past hunting experiences he has secured several very good deer heads, but this is his first wolf.

Traces of the killing of one deer were discovered a few yards from the place where this wolf was shot, and it seems pretty clear that Mr. Anderson did well in ridding the woods of one very destructive marauder.



MR. ANDERSON'S TROPHY.

The question of protecting the game is one of great importance and from the interest shown, by the large number of guides present at their meeting, it will be seen that the guides in Nova Scotia are alive to their responsibility in this matter. The members of this Association undertake to guide parties on fishing, moose

and all small game hunting trips at reasonable rates, and guarantee satisfaction. If you want to have a successful moose hunt next fall, try Nova Scotia. Write the Secretary of the Association, Roy S. Kelley, Yarmouth, N. S. for full particulars and he will be pleased to freely give you all the information desired.



THE RESULT OF MY HUNT.

G. W. STUART,  
(THE WRITER.)

A. H. LEARMENT,  
("ANDY.")

## Moose Hunting in the Calling Season in Beautiful Nova Scotia.

BY GEO. W. STUART.

**T**HERE were three of us—Andy, Tom and myself. We had arranged to start on our outing at the opening of the season, October first; but were detained by the machinations of men who should have no place in any business or Christian community. So it was not until Saturday, the fifth, that Andy and I hooked up old Jack in the light express, in which we had stowed our provisions, blankets, guns and ammunition, not forgetting my favorite birch bark call.

And away we went over the Harmony hills, up the Stewiacke valley, across the

talcosse mountain range and the Musquodoboit Valley, and on a couple of miles toward the coast. Then we turned Jack's nose to the east on the Pleasant Valley road. Four miles farther, and we are at the last house on this road,—Tom's house. Tom is to be our companion-guide for the next eight days. He is a lumberman, farmer and guide. He has a nice little nest-egg in the bank, and also has a wife and family to be proud of.

We spent the Sabbath day with Tom and his family, only transgressing its

sacredness by digging a few of his sweet new-land tubers to complete our supplies. By six the next morning, as the first glimmer of day appeared in the east dispersing the shades of darkness, we were on the portage-road with all our outfit snugly strapped on Tom's wooden-shod sled. The big bay with a nonchalant air strode cheerfully along over the bare ground with its projecting roots and rocks, and splashed through the gurgling stream.

The morning was a glorious one. A little frost could be seen glimmering on the trees with the first rays of the rising sun. There was not a breath of air stirring. "What a morning for calling!" was several times remarked, as with elastic step we bounded along, already feeling the joys of freedom and the exhilarating effects of our pure and uncontaminated surroundings. "Freedom," did I say? Why use the word? Do we not live in a free country? Yes, we are in a free country, as far as its constitution enjoins us. But have we not, the great majority of us, brought a bondage upon ourselves, an involuntary enslavement, by our habits and business, our habits of living, our desire for wealth, our desire to outshine and eclipse our neighbors? And thus we are getting away, ever getting farther away from Nature and the joys of true and untrammled freedom.

Twenty years ago I was a very ill man. Business trouble and excessive mental strain had brought on a serious brain trouble. My home physicians despaired of my life; I looked for the best to be found in the medical world. After three months' treatment by one of the world's greatest specialists, this wonderful man told me I could return to my home, with this solemn warning and injunction,— "Thousands of men die yearly with the same trouble from which you have been suffering—*Basalor cerebral hyperaemia*—and from the same causes—the strenuousness of business. Let me now warn you that on the slightest symptoms of its return, you must let go of everything. You may think the success of your financial future depends upon your staying with the work in hand. I say, let go! And take your *rod* or your *gun* and get to the bush, the woods, the streams and the

fields. Get away from the *turmoil* of *business*. Get *close* to *Nature* and you may and probably will, live to a good old age." This was the advice and remedy prescribed for me by my distinguished benefactor; and I have found it to be founded absolutely upon wisdom.

But I did not intend this digression when I began this little narrative. We are still on the portage road, and have sat down for a few minutes by the side of a sparkling spring of crystal water. We are well back into the forest now.

"Give us a call, Governor," said Tom. And I put the birch to my lips, more for a little practice than anything else. Hark! Yes, 'tis an answer, a mile or more away to the south,— the answer of a young bull. And a minute later the long plaintive wail of the cow is heard. She says "No, no, you must not go."

"Come, boys," I said, "Come. We do not want a moose today. We must not spoil our trip; and that's but a youngster, anyway." And we skipped merrily along.

We arrived in good time at Tom's cabin. Clean and comfortable it is, on the bank of the "Ten mile" stream. While Andy and I unpack the outfit and store everything conveniently away in the cabin, Tom tied a line to a "Wattle" and went down stream. In less than half an hour he returned with nine beautiful trout. They were soon ready for the pan, and cooked with corn-cob smoked bacon,—a la Learment style. How delicious! What a dinner,—this our first on this glorious outing! After our repast and a good rest, Tom's good boy, John, with the bay returned to their home. We spent the afternoon putting everything in good order, fresh boughing the beds and doing other needful things. My! the smell of those newly gathered boughs. How life-giving the aromatic ozone we inhale as we clip them from the low fir trees, and carefully weave and lap them at an angle of forty-five degrees, top toward the head of the bunks.

How I love to work on these outings. And how it imbues your guide with confidence, regard and admiration, as he sees you work. I have no place for a lazy man or a selfish man in camp. Let

each one vie with the other in pleasures, work and unselfishness. I know of no place where one can learn so much of the general character of another in a short time, as in camp life.

The following day we explored the surrounding country to determine what the prospects were for game. We shot a few partridges and saw numerous signs of moose. A trip to Governor's Lake was planned for the next day, and we were off early in the morning. Two miles from camp we noticed the fresh tracks of three moose, crossing the portage road. One of them must be a good sized fellow. We concluded to follow them a short distance, and had not gone far when we heard the alarm note of a cow. They had swung around, as they always do when going to lie down, and had winded us. We ran for the sound, spreading out as we went, for we wanted a sight of them at least, if not a shot. They were fairly safe from us unless a good set of antlers showed up.

In a minute I caught sight of a three year old bull with a fairly good head. He was moving pretty fast from me, at an angle of twenty-five degrees. It was too tempting. I threw up the little rifle, fired, and he came to his knees. But he was no sooner down than he was up again. My rifle cracked again, and a tuft of hair flew from his side; and again he came to his knees, and was again up and off like the wind. As I caught the last glimpse of him I fired again, and ran over to where he had disappeared, fully expecting to find him down. But he was not there. As I hesitatingly stood for a moment trying to determine which way to go, the cow, with the speed of a grey hound, glided by me so close that I could have touched her with my rifle. My cheek was fanned with the waves of the ruffled air, as she swiftly passed me by.

The sound of my rifle brought my companions to my side. We took up the tracks of the bull and for a mile followed them until they were lost in a dry barren. We all felt badly, not so much for the loss of the buck, as to know that an animal, wounded and suffering, must be left to languish and probably die. I felt too, not a little chagrin and mentally

vowed that my comrades' larger bored gun would be used at the next opportunity.

Tom had a boat at the lake, and after a half hour's row we landed on Fulsom's Island, a beautiful spot, where was a nice three compartment log cabin where we spent a comfortable night. How the great rock-maple logs burned in the big open fire place! In the morning the remaining glowing embers could not be excelled for broiling the plump and succulent partridges, captured the previous day.

Before the dawn appeared, while the canopy was still glittering in a galaxy of celestial bodies, we silently slipped away, in the little skiff, over the glassy water. After a half hour's row we landed on the Bear Lake trail, and twenty minutes later were on proverbial calling ground. It was still early morning. While listening intently for a few minutes before calling, as is my wont, we filled our lungs to their fullest capacity with the electrifying ozone of the clear morning air.

As the echo of my first call died, from far away to the east an answer came back. W-a-u-g-h, W-a-u-g-h. (I have yet to see the combination of letters that will adequately convey to the mind the true sound of the call of the female, or the answer of the male moose.)

Again and again he answered. Yes, he's coming, he's coming! And Andy and Tom were placed to meet him.

Ah! but what is that,—that low, long, wild, yet soft seductive sound? It is repeated again and again. Yes, she is with him. They draw nearer and nearer, however, until we can hear his antlers among the limbs of the trees and their feet breaking the dry twigs beneath them. Now they halt. And now ensues a struggle between the deceiver and the true love. With all the knowledge I possess of the "Wild", with all the alluring bewitchment and honeyed sounds of the bark, I ply my deception. But I have met with her that is more than my match. True love prevails, and between her soft impeachment of his seeming inconstancy and her billing and cooing, she has led him captive, but silently away. Oh, fickle man, here is a lesson for you! And

here it comes, too, from the lordliest brute of the wilderness.

We now return to Mr. Fulsom's camp, commenting freely, yet not regretfully on the morning's experience. Governor's Lake is a beautiful piece of water, with many islands and varied and delightful scenery. In May and June it affords splendid trout fishing.

In the afternoon we returned to our headquarters, Tom's cabin. The weather seemed threatening the following morning. It was windy too, so there was no calling. We took a turn down the stream a few miles. By noon the wind had increased to a gale,—a "living gale." Trees were uprooted and laid flat, while others were broken off at all lengths and hurled far from their trunks. At least twenty trees had blown across one half mile of the portage road during our absence of five hours. The roar of the gale and the swishing, crashing and creaking of the trees caused us to keep a sharp look out that we were not caught. And yet, gentle reader, you may think it strange, but such are the extraordinary effects of this kind of outdoor life, that one finds himself possessed of courage that is surprising. You find that your nerves and your mentality, as well as your muscles, grow stronger every day. Wild as was this day we enjoyed every minute of it. I like an element of danger in the game provided my own hand is at the helm.

We were back at camp just as the rain began to fall in torrents but we were dry, warm and comfortable, contented and happy. A good dinner, refreshed beyond anything that ever Delmonico served, and a good Havana after it, and we discussed the morrow's movements, but decided to await the morning weather for definite plans.

At five o'clock we were up. The great storm was followed by a deep calm. The day was Saturday, and on Monday we will move out. To-day we must capture a moose, if possible. We determined to go up stream a mile, to the foot of the little ten mile lake, and left camp while, clear and bright, the stars were yet sparkling. The trail was not bad and we slipped along comfortably. We arrived at the lake as the first flush of the early dawn appeared. The morning

star begins to grow dim in its scintillation in the heavens, as golden rays was flushing the horizon in the east. What a morning! The stillness is profound. Do you love the outdoor nature beauties of this earth, reader? Then you must see them in the early autumn morning.

Everything seemed propitious for the game we were intent upon. We moved with cautious step, our voice low and soft. There seemed to be a premonition that there would be "Something doing" this morning.

We decided that Andy should take up a position by an old road at the foot of the lake, as the most likely place his "lordship" would cross in coming to the call. And I took up my position, to call, two hundred yards to the southwest of this point, on a beautiful hard-wood hill. Tom was with me. I was loath to break the impressive stillness, where there was seemingly not a living creature. And, eager as I was to try my skill, yet reluctantly I put the magic bark to my lips. As the long seductive wail—"The call of the wild"—echoed, and echoed, and repeated, and the last lingering sounds died away in the far distant hills, in a minute we seemed to be in another world. There was life everywhere. From away over to the east, toward the lake of Otter, came the wild piercing cry of the loon. Ten feet away from me a squirrel sprang out on a projecting dead limb, and began to chatter and scold. Twenty feet away a porcupine, out for his early morning meal of fallen beech-nuts, began to hump himself up a tall spruce that stood kithless like and alone, among the more beautiful trees of ever changing foliage. At my feet a little brown mouse poked his head from under a root, and with his black beady eyes looked up into my face wonderingly. And within earshot, a "whiskey-jack," the gossip-monger of life in the woods, started his tattle-cry of alarm. And now the first rays of the sun begin to pierce through the spreading branches of the trees, transforming into diamonds the still clinging drops of rain, bringing out too, the glorious autumn tints, and mirroring them in the placid waters of the lake. As my eyes, my very soul, feasted upon this beautiful spectacle, far beyond the power of my weak pen to

describe, I became lost in wonder, admiration and praise of a scene so chaste, so beautifully enchanting.

"Hark, sir," said Tom. "Did you hear that away up north in the direction of the 'Grassey?'"

One moment, and the transformation was complete from the sentimentalist to the nimrod.

Yes, there it comes again, a little louder, it is heavy and hoarse. W-a-u-g-h. W-a-u-g-h; and then it dies away, and is not heard again for some minutes. He is crossing some low ground now. Again we hear him, louder and louder, as he rises upon some prominence; he is still a mile or so away, yet his defiant roar echoes loudly. It is clearly a challenge and a warning as well, to all of his kind to make away, for the conqueror comes.

He is coming on the eastern side of the lake, where some years since a fire had swept and killed the timber. Much of it had since fallen among the now young and succulent growth. We are on the western side of the stream that runs out of the lake at the south end. As he came along, making rapid headway, when within a half mile of us his roars were grand, calculated to make the heart of the hunter bound and rebound. We could hear him now smashing the fallen and decaying timber.

"Aha, Tom," I said, "I have caught the ear of a 'William' or a 'Roosevelt' this morning!"

"Well sir," said Tom, "If 'tis the latter, he has the 'Big stick' with him for sure."

The sounds have now ceased. He is silent for a few minutes, evidently listening for the lure. Once more I raised the cruel bark and the loud W-a-u-g-h came quickly in response. On, on he came. He must be near the old logging road now, and he is sure to take to it and come directly toward Andy, we reasoned. His roars now and the smashing of timber might have had the same effect to some as the Red-skins war-cry to the defenceless settler. But I feared not for Andy's nerve; I had seen it tested before.

But contrary to our expectations, he crossed the road beyond sight and reach, and went smashing down on the opposite

side of the stream about four hundred yards distant from Tom and I; he went some distance past us, when he paused again and was silent. Again he is listening, and again I try my skill with the birch. And the response came quickly, with a roar and a crash. I saw now that he would cross the stream below us.

"Run, Tom," I said, "Down to the river with that big double gun of yours; and when he mounts the bank on this side you will have a broad side of him. You are a good shot, make sure of him."

My suggestion was at once acted upon. A minute later and I saw the great, noble, crowned head ascend the bank, in the clear open hardwood. Momentarily I expected to hear the big gun roar out its death knell. But something had gone wrong, and on came the monarch with his long elastic stride and those towering antlers. I could see him now plainly,—his every movement. What a magnificent sight as he came straight toward me, with glistening eyes, expanded nostrils and steaming breath. Once more he stopped, tossed his proud head and listened. But for a moment only, then he pressed forward again.

He was now within fifty yards of me, and I realized that after all my efforts to the contrary, it had fallen to me to try conclusions with this monster, and with a little carbine in which I had lost faith.

"But, my noble friend," I soliloquised, "If it must be so, it will be a duel to the finish, as you are clearly no coward. And let it be at a close quarters. True we are not very evenly matched, much like the David and Goliath of old. It is my skill now against your herculean power and valour!"

He was within thirty short steps of me, when his keen olfactory organ caught the — to him — maladorous odour of our tracks, made more than an hour before. His nose went quickly to the ground. With head and neck turned at a slight angle from me, I saw my chance, and quickly raised the little rifle, took deliberate aim at the neck close to the head and pressed the trigger. His great body went down with a thud, and the proud head was never lifted again.

I was beside him in a trice. He was dead. There was only a slight muscular

tremor left; death had been instantaneous. The little bullet had penetrated the *occipito atloid*.

As I stood for a moment, before my companions appeared on the scene, viewing the magnificent animal that had but a moment before, in all his Samsonian strength, magnificent grandeur, and noble name, might well have been called the king of his kind, the noblest monarch of the wilds, now an inanimate mass, I must confess remorse for a moment overcame me. I felt that I had done an ignoble deed. But alas, fickle man, thy repentance is short! The exultant shouts of my comrades soon brought back all the savage in my nature, and the remembrance of the order of Isaac to Esau, and that mighty begat of Cush, quickly dispelled the pangs of self-condemnation.

"Andy," I remarked, "I need not tell you how much I regret that you did not have a part, at least in this grand sight and capture."

"My good fellow" said he. "To hear him answering, and coming to your call was grand enough for me. You ought to be the proudest man in Nova Scotia."

We estimated his weight at twelve hundred pounds. We measured his length from nose to hind foot, thirteen feet four inches. The antlers were singularly handsome. They do not stand out in lateral prominence like the wings of a spread eagle, but curve gracefully upward. Yet there is a spread of fifty two inches, and they have twenty-seven points. We dressed him as carefully as a butcher would a fat beef, and hung the quarters in the shade of the trees to cool.

## Trout Fishing through British Columbia.

BY G. C. HACKING.

"**T**ROUT fishing is a thing of the past" the Easterner will say, when the glorious sport is brought into discussion. That this is true to some extent in the East cannot be doubted. The disciple of good old Isaac Walton, who in days not long gone by, could fill his basket from almost any brook, must now go further afield. While there are still many good trout waters in the Eastern Provinces of the Dominion, around the north shore of Lake Superior, and in the Adirondacks, nowhere on the American continent is such sport to be found as in the Canadian Rockies.

There is the natural home of the trout, and the thanks of every sportsman are due to the Government for affording protection in a very high degree, insuring trout for our sons, their sons, and grand sons and I must not forget to say, daughters too. In these times of out door life, wives, sweethearts and sisters have taken very kindly to the delights of the rod and reel and many fine fish have succumbed to their skill in casting.

I had the good fortune to spend the summer of 1907 in the Rocky Mountains, visiting every town on the line of the Canadian Pacific Railway. Equipped as I was for fishing, few streams of any note were overlooked and it is a pleasure to relate my experience, hoping that my fellow sportsmen will profit thereby.

I will premise my story by saying that all the mountain streams and lakes do not contain trout but the large majority most certainly do, and for this reason I will endeavor to direct the prospective fishermen. It is also well to consider the fact that the time for fishing varies, very considerably, according to the season; so that it is difficult to say with accuracy when one should go, but, generally speaking, the early spring before the snow melts in the mountains, and from August till the end of the season will be found most favorable times. It had been my impression and perhaps yours, that fishing in the mountains was a pretty difficult, if not hazardous, proposition, owing to the abrupt fall of the waters from the higher altitudes, but

such is not the case. The streams are rapid and by reason of this comparatively free from brush and driftwood. While many of them can be safely waded the larger waters are too fast, but are easily fished from the shores, there being plenty of room for casting.

It may be thought that it is a long journey to British Columbia to go fishing. It is, but to the sportsman who has the leisure, no more enjoyable outing can be conceived on this Continent. Aside from the sportsman's view point, the Canadian Rockies vie with anything on the globe for grandeur of scenery, and no one, no matter how blase a traveller, can say that he has seen the world until this trip is an accomplished fact.

A feature of the country too is the excellent accommodation everywhere at moderate rates. When desired guides can be secured at nearly every town, but in most cases they are not required. One can always get information from the hotel proprietors or can rely on the good fellowship that exists among local sportsmen to join them.

A good point to make for is Lundbrek, one hundred and eighty-two miles west of Medicine Hat, where team is taken for a drive of about twenty miles to the Old Man River (camping outfit will be supplied by the liveryman if required.) Though the mountains have not yet been reached, this stream flowing east from the divide, must not be overlooked. It can be truly said that this is one of the very best trout waters in all the West. Both the North and South Forks are first class, though I would give the preference to the North Fork. Both can be waded, and the veriest tyro cannot fail of success. It seems to matter little what fly is used, but, of course, the book should contain a good assortment of all the standards, viz: Coachman, Royal Coachman, Queen of Waters, Professor, Grizzly King, Black Gnat, Brown Palmer, Brown Hackle, March Brown, Cowdung and Montreal. Thus equipped every trout stream in British Columbia can be laid under tribute.

The kind of rod to use is a matter of individual choice. Most fishermen have their favorite. I used a Bristol to my entire satisfaction, with a good multiplying reel.

There are plenty of trout in the Crows

Nest Lake at the summit near the dividing line between Alberta and British Columbia where the waters flow east into the Saskatchewan River and Hudson Bay, and west to the Pacific Ocean.

Preferring to fish running waters, I went on to the Elk River, which is a surpassingly fine stream. The best fishing is around Sparwood, twenty miles west of the summit, working up the river fifteen miles to Fording River. From the mouth of the Fording to Josephine Falls, another fifteen miles, the fishing is exceedingly good. There is a good wagon road from Michel to the best fishing grounds and fine camping grounds—camping outfit and supplies can be procured at Michel. Continuing east, Elko is the next point where both the main river and the South Fork afford fine sport. It may be mentioned that there are several varieties of trout in the Elk, the cut throat or spotted trout similar to the eastern brook trout, rainbow or mountain trout and the char, or bull trout. The first mentioned run from one half pound to five pounds, the bull trout going up to twenty pounds.

Four miles from Elko, over a fine wagon road leading through a magnificent natural park of giant pines, is Rock Creek, which is a capital stream. It is somewhat rough though by no means difficult fishing. I fished this stream about July 5th, with my old friend Jack Gates of Fernie. An afternoon and morning yielded eight dozen spotted trout from half to one pound, which was a very satisfactory catch.

There is good fishing on the South Fork of the Elk, four miles from Elko and on the Kootenay River. In fact, any tributary of the Elk and Kootenay Rivers is abundantly supplied with cut-throat and rainbow trout. This is also true of all the small creeks in the Crows Nest Pass, but it is hardly worth while fishing them, when there is such grand sport to be had on the Elk. The upper waters of the Elk especially are perhaps the best on the continent. Anyway it is safe to say there are none superior.

After whipping these waters for a week or two it will be in order now to get some big fish. The next stop then will be at Nelson, in any of the two or three first-class hotels whence the fish-

ing grounds of the Kootenay Lake and River are easily reached. There is an active Fish and Game Association at Nelson, the permanent secretary of which will be always glad to render assistance and information to tourists. His services will be of great value in the matter of directing the visitor as to the running of the salmon.

Usually the best time is in June and September, depending on the state of the water. There are launches, row-boats and steamers always available. The salmon taken here are very similar to the coast fish, and have recently been identified by the Government Commissioner of Fisheries as only differing very slightly in the bone structure of the dorsal fin. To distinguish them, they are now called the Kootenay Great Lake Trout. The best fishing is at Proctor and Kaslo in the main lake where they are taken on the troll. They are truly magnificent fish, having all the fighting attributes of the eastern salmon and the flesh is not excelled by any of the tribe of salmonidae. They run from twenty to thirty pounds in weight and in season one can scarcely fail to land some. At Bonnington Falls, a short distance from Nelson by rail, perhaps the best rainbow trout fishing in the province is to be had. Guides and boats can be secured at Slocan Junction, and here sportsmen are cautioned not to attempt to fish without a reliable guide as the water is very dangerous.

If now the fisherman is not satisfied, we will keep moving and I will tell him of other good places. At West Robson take the magnificent Canadian Pacific steamer up to Arrow Lake, and at Nakusp there is a stop of an hour or two, which will be time enough to get half a dozen rainbow trout from four to eight pounds; then on the Revelstoke, where the main line of the railway is joined. It is worth while spending a day or two here though I am not in favor of fishing the Columbia River, as it is a dangerous and treacherous stream at best and drowning accidents have been all too frequent. The same may be said of the Fraser, and unless a stranger is in charge of an absolutely reliable boatman it is better to try other streams equally good. There are several small

streams in the neighborhood of Revelstoke where there is fairly good fishing. Shuswap Lake at Sicamous Junction affords fairly good sport at certain seasons, but boats are scarce and it is certainly the most villainous place for mosquitoes and black flies on the map.

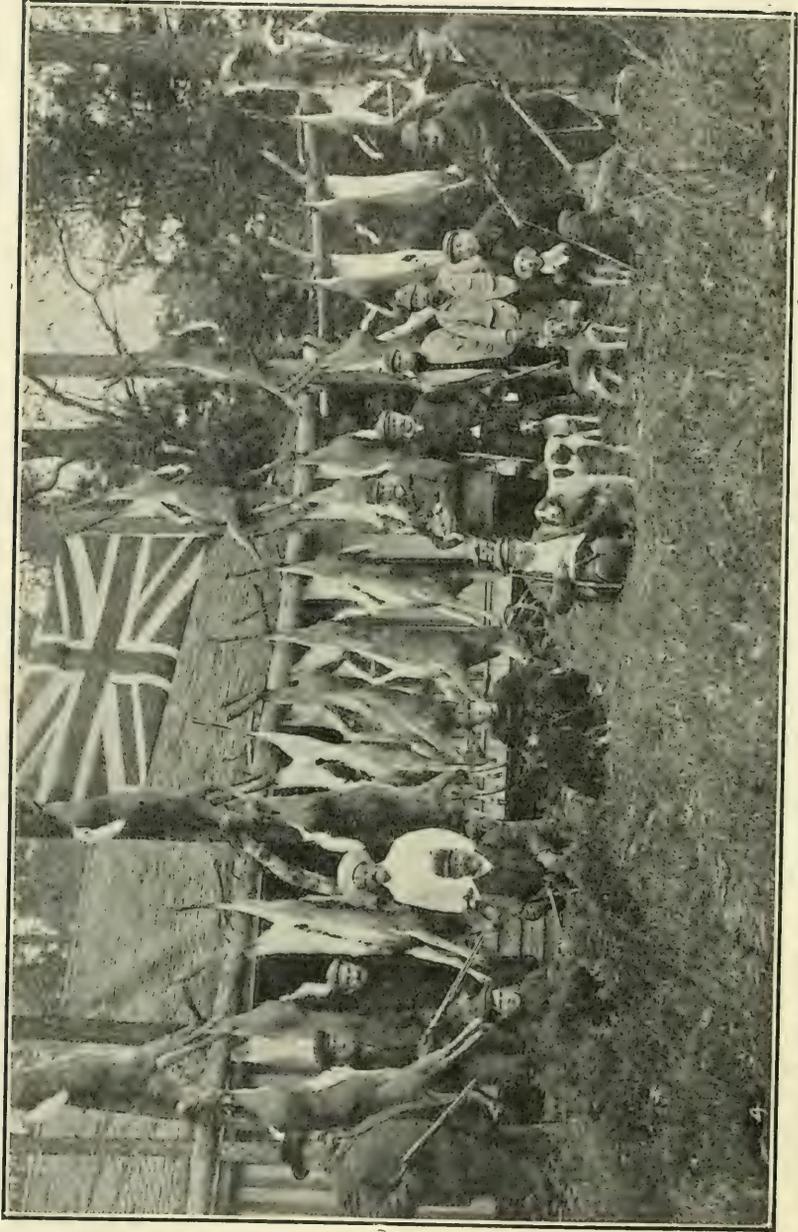
Continuing on to Kamloops a halt should be made, and a drive out to Fish Lakes, where there is excellent hotel accommodation, will be well rewarded. A stop at Ashcroft should be made to witness the arrival and departure of pack trains to and from the far north.

What I have outlined would seem a big trip for a fisherman to undertake and yet I have only skimmed over the district, leaving more untold than recorded.

There is still the beauty spot of America to be visited. I speak of Vancouver Island, to which my poor words of praise can do but scant justice. It is simply an Island of Enchantment. The Island is reached from Vancouver by either of the two Canadian Pacific steamers which provide a double daily service to Victoria. The magnificent new hotel erected by the Company will be open for the reception of guests this season, and will be made the headquarters for many fishing trips.

The Esquimalt & Nanaimo Railway runs from Victoria to Nanaimo, along which line fishing can be enjoyed at Shawnigan Lake, Cowichan Lake and up to Nanaimo. From this point there is an excellent road to Englishmen's River, twenty-five miles, where there is fine trout fishing—cut throat and rainbow. Little and Big Qualliciem are both good. For salmon fishing the Campbell River, about ninety miles from Nanaimo, is unsurpassed on the coast. The road is good all the way up but perhaps a better route is by steamer from Victoria to Comox.

I fear my space will be exhausted and in conclusion it is enough to say that all in all there is nothing like the fishing anywhere else on this continent, as in the country I have described. An important feature too is the climate, malaria being unknown. There are no venomous reptiles of any description while the scenery in its stupendous grandeur is quite beyond my powers of description.



MEMBERS OF THE KETCHECUM SPORTING CLUB, PETERBORO, AND THEIR TROPHIES.

## Veteran Ontario Sportsmen and Their Club.

**T**HE sportsmen of Peterboro, Ont., are fortunate in being able to enjoy their sport not too far from home. A drive of forty miles from their fine city takes them to a great chain of beautiful lakes where they are in the wilds of nature and can fish and shoot as much as the laws allow them. For thirty years some of the best known sportsmen of the city have been fishing and hunting around the lakes which are named Ketchecum, Spencer and Bottle and these give them the finest of scenery as well as the best of fishing.

Almost fifteen years ago the sportsmen frequenting the place formed themselves into a Club entitled the Ketchecum Club. They have built a Club house, a large boat house and a dog house, and taken other means to secure their own comfort while enjoying the outdoor life to the full.

The Club house is open in early October when the members enjoy fine trout fishing. They can visit the Club as they please, usually staying a week or two, the average number at the Camp at one



MR. HARRY WINCH.

President of the Ketchecum Club, Peterboro, and his famous hunting dogs.

time being a dozen. Success has generally attended the hunters and last season they obtained twenty deer.

The President of the Club, Mr. Harry Winch, is a veteran hunter, and well known amongst sportsmen as indeed he should be having hunted big game for forty-four years. Mr. Winch is as fa-



HARRY LE BRUN.

Captain of the Ketchicum Club, Peterboro, and his dogs.

mous a fisherman as he is a hunter. Horses and dogs are his delight and he never has less than a dozen of the latter about him. He is likewise a successful breeder of fancy poultry. As showing the benefits to be gained from the open air life Mr. Winch in appearance has not aged a day since he was thirty and Time has apparently passed him by unnoticed.

The Captain of the Club, Mr. H. Le Brun, has been hunting for thirty

years and we have the pleasure of giving his portrait accompanied by his fine dogs.

Mr. Alec Simpson has started the dogs for the party for over thirty years.

There are many advantages to be gained from a Club of this character. Circumstances often forbid a long trip and in such cases the sportsmen can take advantage of hunting territory well within touch of civilization. Others can no longer venture to incur hardships, and feel that though the day in the open may be strenuous enough they are sure of good food and shelter

at night. Of course sportsmen in many centers are not so well situated as those of Peterboro, and in the course of the many years they have been visiting this territory they have things pretty well fixed up. It must not be inferred from this that Peterboro sportsmen are in any sense desirous of obtaining their sport without the discomforts usually attendant upon the same, but the comfortable Club house at night is more appreciated.

## Our Cover Cut.

In the cover cut which brightens up this month's number new ground is opened up. The picture shows an evening's catch of speckled beauties, killed with four rods on Little Lac Claire, in the Sagamore Fishing and Hunting Club's, territory in Northern Quebec on the line of the Grand Trunk Pacific Railway. Amongst other benefits which will follow in the wake of the new transcontinental some grand fishing and hunting territories will be opened up and much will be learnt of the beauties and resources of Northern Quebec—up to the present almost an unknown country.

## A Quebec Club House With a History.

**O**NE of the best known Clubs, holding a lease over a large territory in the Province of Quebec, is the St. Maurice Fish and Game Club, which, as its name indicates, leases territory on the St. Maurice River. In our illustration we show the headquarters' club house which was built under the presidency of the late Dr. Drummond, who was one of the originators of the Club and who greatly enjoyed retiring into these wilds where he met the "habitant" guides and with them lived amongst scenes he loved so well. The headquarters' house was well built as will be



THE OLD HEADQUARTERS OF THE ST. MAURICE FISH AND GAME CLUB, WHICH WAS BURNT DOWN IN JANUARY LAST.

seen from the illustration and afforded accommodation for about twenty guests. On January thirty-first of the present year the Club house was burnt down and the members regretted the loss because of the associations of the building with Dr Drummond, even more than the material loss caused to the Club. The members at once decided to rebuild in order not to lose the benefits of such a headquarters for the season of the present year. Whatever improvements may be made in the new one the associations of the old building will long be cherished and the members will continue to tell of good work done under the genial Presidency of the Doctor.

The Club has now over one hundred members and holds a lease of the hunting and fishing rights over one hundred and fifty square miles, where hunting and fishing are both of the best. The preserve is near La Tuque and is reached by way of La Tuque Junction. It includes

within its boundaries Lake Wayagamack near which the headquarters stood for ten years.

The officers of the Club are. President--Dr. F. A. L. Lockhart, Montreal; First Vice-President—Charles S. Haight, New York; Second Vice-President—C. R. G. Johnson, Montreal; Hon.

Sec.-Treasurer--H. H. V. Koelle Montreal; Directors—

W. B. Albright, New York.  
Walter Cottingham, Cleveland, O.  
A. W. Stevenson, Montreal.  
J. Alex. Stevenson, Montreal.  
Dr. W. G. Throsby, Montreal.

Talk of the old Club house, as well as the adventures of the chase, will form a large proportion of the conversation of those meeting on the preserve next open season. Both fishermen and hunters alike will regret the end of their old headquarters, and feel, however much better the new ones may be, that the associations clustering round the old one cannot soon be forgotten.

# International Control of International Waters.

The Future of the Lakes and Rivers Joining the United States and the Dominion of Canada.

BY C. H. WILSON.

**A**CCCEPTING with as good grace as possible the dictum of the Committee on Resolutions which at Quebec in 1907, withheld my resolution regarding international control of boundary lakes and rivers, which resolution was practically the same as that indorsed by the American Fishery Society in 1906, and having the same intent of certain bills in Congress presented at an earlier date by the Hon. George Shiras 3rd, of Pennsylvania, I, at that time, stated to this organization that at a later date I would appear and endeavor to so present this question that members of this organization on both sides of the line might have no further excuse for delay in giving it their indorsement.

This question is not one of partisan politics but a judicial question and commends itself to the statesman and the diplomat. Concerning this question of federal control on the American side I may say that while I am somewhat prepared to discuss it strictly from the American standpoint, unless driven so to do to protect my position, I much prefer to make a few statements and try at least to show that the master minds of America either believe in the absolute sovereignty of the national government in its exercise of police control in the direction indicated, many of whom are laboring to bring about federal control of migratory fish and game birds, or conceding this authority, register a protest but offer no remedy.

President Roosevelt has made the following statement:

“Our federal system of government is based upon the theory of leaving to each community, to each state, the control over those things which affect only its members, and which the people of the

locality themselves can best grapple with, while providing for national regulation in those matters which necessarily affect the nation as a whole. National sovereignty is to be upheld in so far as it means the sovereignty of the people used for the real and ultimate good of the people; and States' rights are to be upheld in so far as they mean the peoples' rights.”

Mr. Roosevelt has generally been considered as particularly interested in the preservation of big game; he has, however, done more for the practical protection of bird life than any other executive. He has set aside government land in the Gulf, Great Lakes, and elsewhere, as breeding places for water and sea fowl, and has secured legislation protecting these refuges from trespass with penalties attached.

Secretary of State Root, at a recent dinner of the Pennsylvania Society, said:

“It is plainly to be seen that the people of the country are coming to the conclusion that in certain important respects the local laws of the separate states are inadequate for the due and just control of the business and activities which extend throughout all the states, and that power of regulation and control is gradually passing into the hands of the national government.”

Again he says that, “every state is bound to frame its legislation and its administration with reference to its effect upon all its sister states.”

This is true of measures respecting uniform game and fish laws. But there is a limit beyond which no state will go. States in the north can strive for uniform laws in a way and those in the south can do the same thing, each group working toward a common end, nevertheless,

\*A paper read at the meetings of the North American Fish and Game Protective Association at Albany, N. Y., February 12-13.

local conditions and geographical situation tend to prevent co-operation between the states of the north and the south and only by federal legislation can our migratory birds and fishes be adequately protected."

Senator Knox, who has played a notable part in the direction of federal control, in his speech to the graduating classes of the Yale law school, on the Development of the Federal Power to Regulate Commerce, says:

"Over this subject of commerce among the states and foreign nations and its instrumentalities, the power of Congress is plenary"—(a complete power) "it may be exercised in the most general or minute way. For this purpose Congress possesses all powers which existed in the states before the adoption of the national constitution and its power when the subject is national is or may be made exclusive. The constitution, laws, corporations and citizens of the states are subject to this paramount authority. Congress can regulate anything, everything, any and every person, natural or artificial in the sense that it can prohibit or prevent any use or act that will interfere with congressional control over interstate commerce. Congress has prohibited combinations in restraint of interstate or foreign trade and has prohibited the carriage of diseased cattle, explosives and lottery tickets."

Concluding Senator Knox states:

"The power is a fixed and definite fact; no one has pretended to define the boundaries of the subject upon which it operates."

Justice Harlan in his recent address on the Constitution, took the historic ground of the supreme court, the position occupied by the first great interpreter, John Marshall, and by a long line of distinguished successors. It is that the framers of the constitution sought to provide for a growing nation and therefore not to keep the government forever stationary, but rather forever true to its development to the general principles laid down by them. That is the theory on which the supreme court has interpreted the constitution, and it is the only one consistent with the growth and progress of the country and in harmony

with the principles of government as understood by the framers of the fundamental law. It is with this view of the constitution that Justice Harlan says:

"Let us hold fast to the broad and liberal and yet safe rules of constitutional construction approved by the fathers and established by judicial decisions."

Prominent among these decisions is that of the Debs case, growing out of the Pullman strike in 1894. In the summing up the court says:

"We hold that the government of the United States is one having jurisdiction over every foot of soil within its territory, and acting directly upon each citizen, that while it is a government of enumerated powers, it has within the limits of those powers all the attributes of sovereignty."

Dr. Eliot, of Harvard, in his speech at the dinner of the National Civic Federation at the Waldorf, advocated government control of commercial associations including alike labor union and capital, Government incorporation of corporations and a governmental divorce law. The central power, he contended, was the only one which could settle the vexed questions of the day.

"I look forward" he says, "to an increase of the national power. It goes against our most cherished fetich of local government, local interests, local representation. But we are desperately in need of a revision of the term "local interests." Local interests have become continental interests."

Senator Newlands, vice chairman of the inland waterways commission, makes the following statement regarding federal control:

"The question is not one of partisan politics. As a Democrat, I believe in local self government, and in the full and beneficial exercise of all state powers; but it is equally good Democratic doctrine that the powers granted to the nation should be fully exercised in the interests of all the people. The primary purpose of the formation of the union was to promote interstate and foreign commerce and to give the regulation of both to the nation. It should assume the powers which states like New Jersey has usurped and misused. It is curious

how divided public sentiment seems to be as to the control of railways, and how united it seems to be as to control of the waterways; both are useful in interstate and foreign commerce, and yet the most ardent advocate of state sovereignty as to the railways admits the sovereignty of the nation as to waterways and insists upon the exercise of its sovereign powers."

Justice John Woodward, in the Columbia Law Record, shows how the courts are progressive and stand for the people's rights, stating that they have confirmed the rights of the states and determined the jurisdiction of the federal government. The supreme court upheld the Sherman anti-trust law; it has sustained the attempts to curb the Fertilizer trust, the Beef trust, the Federal Salt Company, and the Elevator trust, and the Northern Securities decision shows that the courts are one with the people to control those giant combinations of capital which threaten the perpetuity of the Republic.

Governor Hughes in his speech on February 12, 1907, at the birthday anniversary celebration of Lincoln at the Middlesex Club in Boston, stated as follows:

"The relation of the states to the National government so far as the issue of states' rights is concerned, has been settled. If it should appear that the power of the states is inadequate to deal with a subject hitherto retained in their keeping, and that the interests of the people as a whole imperatively demand the assumption of power by the federal government, the whole people will provide for the assumption of that power."

It is interesting to note how these expressions from public and thoughtful men multiply.

On January 29, 1908, at the Kansas dinner in New York, Dr. Lyman Abbott said:

"I believe that the rights of states and of individuals must be protected, but how can we determine those rights? I believe, and the new federalism holds, that what concerns the individual the individual must determine; that the municipalities should decide matters which concern themselves; that the states

should manage all concerns which are purely state functions. The same principle applies equally strongly to the national government. All things which concern the nation as a whole, the nation should control. The new federalism holds that the government may do for the people whatever it can do better than the people themselves in affairs which concern the whole country."

At this point we should not overlook Hon. George Shiras, 3d., former congressman from Pennsylvania, to whom I am indebted for much information respecting the subject of Federal control, gathered from his brief furnished the Forest and Stream on this subject, and who presented bills in congress regarding federal supervision over migratory wild fowl with other measures designed to give the general government effective jurisdiction over coastal and interior waters of the country, so as to not only safeguard our great fishery interests but likewise protect the public health of the entire country from the indiscriminate and unnecessary pollution of interior interstate waters. He is the champion in this matter, and in his arguments have met all opponents, having proven conclusively the right of the government to assume police control of at least the migratory wild fowl and fish of coastal and interior waters.

A prominent newspaper in the east, commenting on the criticisms of Judge Parker regarding these matters, has this to say:

"Judge Parker says that the attempt of the federal government to despoil the states of the powers and functions belonging to them will not tend to smoothness in the working of our scheme of government. The warning would have been more impressive if the Judge had furnished a bill of particulars. What powers and functions of the states has the national administration sought to despoil them of? The rate bill does not prevent the states from fixing and regulating railroad charges within their borders, providing these methods do not violate the supreme law of the land in being confiscatory, and the determination of this important question under injunction granted by federal judges is

sustained by Judge Parker who says:

"We know that by the fourteenth amendment the power has been conferred upon the courts of the United States to set aside statutes and state constitutions as well, if they deprive any person of life, liberty or property without the process of law."

Neither is there any despoiling of the state powers and functions in the pure food law. Massachusetts inspection is more rigid than it was before this bill was passed. It is to be remembered that none of these extensions of the federal authority has been made without the vote of the representatives of the people, and of the states in congress assembled. There has been no "usurpation." Furthermore, the principles and in most cases, the provisions of these laws, have been sustained by the supreme court, the final arbiter, as Judge Parker assures us of all these questions. The whole matter comes to this, you cannot confine the growth of an acorn forever in an earthen pot, nor can you bind a great nation for a century within the iron bands of a rigid constitution."

The United States government has police power over moral pestilence as indicated by the lottery act, held by the supreme court to be constitutional. Over the health of its citizens in United States inspection of dressed meats. Over riotous demonstration where state authorities failed to assist the criminal laws of state, as in the Debs case. Over things migratory, such as infectious and contagious disease, such as yellow fever, small pox. Over migratory insects; millions have been appropriated to exterminate these pests. Massachusetts and New Hampshire are now asking of Congress an appropriation of \$250,000 with which to fight the gypsy and brown tail moth in New England. Take Mr. Shiras' illustration of the mongoose as an example of animal pests; it ravaged Australia, also Jamaica and in Hawaii it became a pest beyond all control. Two dozen pair started for California from Honolulu to exterminate the gopher. No federal law existed to stop this known pest. Orders were sent to customs' officers to hold the shipment until California might interfere. California

had no law upon the subject, and it was only by moral suasion that they were destroyed. The Lacey act had attached to it a section giving authority to Department of Agriculture to exclude all harmful animals specifically mentioning the mongoose. Would congress have no power, no sovereign right to pass an act prohibiting the breeding and the liberation of those animals within the state? If not, then what would be the result? The mongoose would spread rapidly from county to county, from state to state, throughout the entire country, resulting in the eventual destruction of much of bird and animal life, and to a large extent of the domestic poultry in rural districts, entailing the loss of millions of dollars, the destruction of our wild game, and an outlay on the part of the government hard to approximate. Upon what rational theory can it be contended that the harboring within a state of such an animal plague is purely a matter of domestic concern, and in which the national government has no right to interfere? Can it be possible that a state given over to the ravages of smallpox, yellow fever, boll weevil or the gypsy moth can be permitted to incubate and spread such plagues because there is no primary right in the federal government under the police power to enter such a state and there through its strong arm stay the spread of such diseases and noxious life from state to state? Under existing laws the United States government is exercising such power.

Let us now for a moment consider federal game laws. The United States has complete power in Yellowstone Park, within the State of Wyoming, as far as fish and game are concerned. In the Wichita game refuge in Oklahoma the federal game laws have entirely supplanted the game laws of Oklahoma by making a close season throughout the year, so at that time congress directly legislated upon game heretofore under the legislative jurisdiction of Oklahoma. Notice a recent act of 1906, entitled an Act to Protect Birds and their Eggs in Game and Bird Preserves, where the general government assumed custodianship of birds on land within a state wholly under the criminal jurisdiction of

the local game laws. The bird Act suggested by the President in 1905, which was passed, will, if sustained by the courts, transfer the jurisdiction of game birds from the state to the federal government. Your attention is called to the Lacey Bill, which prohibits the transportation by interstate commerce of game killed in violation of local law; a federal game law, punishing violators of vital provisions of state laws within and without the jurisdiction where the original offense occurred. On February 28, 1887, there was approved a bill passed by Congress entitled An Act relating to the Importation and Landing of Mackerel caught during the Spawning Season, and which was in effect for five years. The sole purpose of this bill was the preservation of these fish on the spawning ground during the close season. Observe the extensive powers given by Congress to the Bureau of Fisheries under the act creating it, wherein it is prescribed that this Bureau:

"Is authorized to promote and protect the fishery interests of the country and to ascertain what diminution, if any, in the number of food fishes of the coast and the lakes of the United States has taken place, and from what cause the same is due, and whether any protective prohibitory or precautionary measures should be adopted."

Thus it will be seen that the direct purpose of this act was to give the Bureau of Fisheries supervisory power over the salt water coast of the United States and upon the Great Lakes, all of which waters were heretofore supposedly under exclusive state jurisdiction. This particular feature of the act has been sustained by the federal court.

Now to come to Canada:

Away back in March 1867, the Provinces of Canada, Nova Scotia and New Brunswick expressed a desire to be federally united into one Dominion under the Crown of the United Kingdom of Great Britain and Ireland with a constitution similar in principle to that of the United Kingdom. It was declared on the establishment of the Union by authority of Parliament that it is expedient not only that the constitution of the

legislative authority in the Dominion be provided for, but also that the nature of the executive government therein be declared. This executive power was declared to continue and be vested in the Queen. A Governor General was to be the direct representative of the Crown, and in all matters in which he was required to act it was to be by the Queen's privy council for Canada. The Commander in Chief of Land and Naval Militia and all naval and military forces of and in Canada was declared to continue and be vested in the Crown. The Governor General in council appoints the lieutenant governors of each province. The lieutenant governor appoints executive officers of Ontario and Quebec. This act provided for a legislature consisting of the lieutenant governor and of one house, the legislative assembly of Ontario. In Quebec the legislature consists of two houses, with the lieutenant governor, styled the legislative council and the legislative assembly of Quebec. These were to be called together from time to time by the lieutenant governor in the Queen's name. The legislative power of the Dominion as given by this instrument called "The British North American Act" rests with the Queen, an upper house, styled the Senate, and the House of Commons, the seat of Government being Ottawa. In the distribution of legislative power the Queen by and with the advice of the Senate and House of Commons have the lawful power to make laws in relation to all matters not coming within the class of subjects assigned exclusively to the Legislature of the Provinces. And it is declared that the exclusive legislative authority of the Parliament of Canada extends to all matters coming within the classes of subjects enumerated, some of which are as follows:

- Public Debt and Property.
- Regulation of Trade and Commerce.
- The Postal Service.
- Navigation and Shipping.
- Beacons, Buoys and Lighthouses.
- Ferries.
- Currency and Coinage.
- Banking.
- Naturalization.
- Marriage and Divorce.

Penitentiaries and

Sea Coast and Inland Fisheries.

The Parliament and Government of Canada shall have all powers necessary or proper for performing the obligations of Canada or of any Province thereof as part of the British Empire toward foreign countries arising under treaty between the Empire and such foreign country. The various provinces are permitted to make laws concerning interests that are particularly in the interest or for the benefit of each individual province as far as they are not repugnant to any act of the Parliament of Canada.

Quite enough has been said regarding the articles of confederation of the provinces into the Dominion of Canada. We are just at present interested in the question of control of the fisheries and the right to make treaties or agreements regarding the same as between foreign countries and this consolidation of provinces called the Dominion of Canada. It is evident by careful study that the control of the fisheries rests with the Dominion, with possible exceptions. Not unlike other individual parts of nations the provinces have chafed under federal control of certain matters, in this case as applying to inland fisheries, and this matter was finally settled by the Court of Last Resort, the final and highest tribunal stating, that:

"Waters whether vested in the Crown as represented by the Dominion or as represented by the province in which they are situated are equally Crown property and the rights of the public in respect of them are precisely the same."

Professor E. E. Prince of the Department of Fisheries of the Dominion, says:

"For this reason" (supposedly because of the ruling of the highest tribunal) "there has arisen some confusion and not a little over-lapping in the management of the fisheries, but the decision by the highest tribunal in the Empire that the enactment of fishery regulation and restriction is within the exclusive competence of the Dominion legislature and is not within the legislative powers of the Provincial legislature set finally at rest all questions as to the authority of the federal government in enacting fishery

laws."

Colonel Gourdeau, Deputy Minister of Fisheries of the Dominion, has stated that

"Certain agreements and handing over of property rights involved in the issue of licenses have occurred, however in no way affecting the federal jurisdiction as to legislative and fishery regulation which is exclusively vested in the Dominion government as distinct from any property interest held by the Province."

Mr. A. Kelly Evans at a meeting in Toronto in 1906, made this statement:

"We have absolute control of our fisheries in the direction of preventing people from fishing. The Ontario government has the absolute right of issuing licenses; therefore the Ontario government can prevent all fishing. At the same time the Dominion government passes the laws as to, for instance, the number of fish you can catch, the close season, and everything pertaining to such; but we have the right of enforcing these laws."

Now, what are the facts? Ontario can do no more than recommend the passage of regulations along these lines. Neither has she been able to enforce the same when favorably passed upon by the Dominion government. This condition of affairs is not new for it will be noticed in the Fourth Annual Report of Department of Fisheries of the Province of Ontario at Page 38, that:

"The department has experienced some considerable difficulty in enforcing these provisions of its fishery laws upon the Great Lakes, chiefly in view of the fact that United States fishermen are granted almost unlimited privileges as to time and manner of fishing. It is, therefore, suggested that it would be manifestly in the interests of both countries if regulation could be agreed upon which would be just and equitable to the fisheries, fishermen and fishing industry alike—regulations establishing close seasons covering the spawning periods of fish, as to the kind and number of implements to be used in the capture of fish and as to the kinds of fish to be taken, and that the most convenient and

satisfactory means to this end would be a conference between representatives of the several jurisdictions surrounding the Great Lakes."

This is part of a letter sent by Mr. S. T. Bastedo, then Deputy Commissioner of Fisheries of the Province to the contiguous states and provinces. To this letter many favorable replies were received from the states, and as far as my information goes that was all that came from it.

It should be borne in mind that the power of treaty rests with the Crown and the United States by and through the proper representatives of both governments. It may be said that individual states and provinces may agree to do certain things, such, for instance as the passage of harmonious laws. We concede that. New York and Ontario entered upon an agreement of that sort on the St. Lawrence River respecting bass, but they actually never agreed by six days. The Dominion itself on February 16, 1902, passed an order in council at the request of direct representatives of New York, Vermont and the North American Association, stopping netting in all contiguous waters as between the Dominion and those states. On April 12, 1902, under pressure brought to bear by interests in the Province of Quebec, that order as far as applying to Mississquoi bay, an arm of Lake Champlain in Canada, was rescinded.

Here then is the sequel of the oft-told tale that while states and provinces may agree, special interests and politics step in and undo the work that is conceded to be of the most wholesome and necessary character. This could not occur under the conditions proposed, namely, *international control*.

We are not stating these facts with any unfriendliness toward Canada, Dominion or Provincial. We of the states have our troubles and perhaps as big failures as can possibly be recorded respecting agreements. New York fluked on the bass question on the St. Lawrence, Pennsylvania has had her troubles trying to secure harmonious legislation as between herself, New York and Canada on Lake Erie. She has also had her diffi-

culties on the Delaware river as between herself, Maryland, New Jersey and New York. In 1794 an agreement was made between Pennsylvania and New Jersey regarding uniform laws on the Delaware, but for several years this uniformity has not existed. There is a semblance of uniformity but nothing is said of the long swede nets in the lower part of the Delaware bay. Wisconsin and Minnesota have also had concurrent legislation of a minor sort on the Mississippi. I am not opposed to the holding of conferences by state and provincial representatives for the purpose of harmonizing law respecting these questions. I am not opposed to this organization, whose members in season and out of season seek to bring about a mutual agreement that will protect the food fish in contiguous waters. We have had a joint commission appointed by the Crown and the United States under Mr. Cleveland's administration, created in 1892, reporting in 1896, relative to the preservation of the fisheries in waters contiguous to Canada and the United States. The report of this commission showed a great decrease in the food fishes inhabiting these waters. We have had conferences in the South, conferences in Montreal, Ottawa and Quebec; we have held annual meetings of societies composed of representative men: we have seen wholesome legislation and agreements made only to be later set aside by state or province to satisfy some demand personal or political, and during all this time (about 20 years of conference) there have been no tangible results. And I say to you now, after participation in this work with you and others, that while it has been of benefit in many ways, it has not, and in my judgment, cannot bring about a maximum measure of results. But rather during this time devastation has continued unhindered and conditions have been so abhorrent that, according to Mr. Evans, the Dominion and Ontario government practically suppressed the sworn reports of its officials regarding the improvidence and crime of the fishermen. While during this period the states have suffered almost irreparable injury to the fishery interests. In spite of the enormous planting of fry on

the part of both governments, supplemented by splendidly equipped state departments, the commercial fisheries have become unprofitable in many places, extinct in others. Mr. Shiras, speaking of federal control, says:

"It is, therefore, not a problem of taking away from the states prerogatives capable of efficient exercise, but rather first supplementing the same by national co-operation, or, second, by entirely supplanting state regulations where incapable of enforcement. Neither case entails a loss of powers reserved to the states, for a power incapable of exercise is a legal fiction, and a power that can only be partially exercised is not infringed upon when the same is made wholly effective by the assistance of the central government."

Upon this basis of reasoning I do not see how we are asking the state or province to give up anything; we are not asking New York to give up her government of the great lakes on her borders, as far as white fish are concerned, for she has no law in their interest, having refused to pass protective legislation. We are not asking the Province of Quebec to give up anything on Missisquoi bay, for having the power to stop spring seining of wall eyed pike while on the spawning bed, she allows it to continue, even winking at violations, after having entered into an agreement with an adjoining state not to permit spring seining in Missisquoi bay.

How, may I ask, is the Province of Quebec giving up any rights in the St. Lawrence river, where at Montreal I have seen hundreds of fish for sale on the wharves and docks that had never lived long enough to lay an egg? Many of these fish being sturgeon of a length from six to eight inches. It is not asking the Province of Ontario to give up anything. What, think you, would be the result of international control over such a condition as this? The Governor General in Council has been pleased at the request of the Province of Ontario to abolish the close season for white fish in waters of Lake St. Clair and Lake Erie in the counties of Essex and Kent (opposite Detroit) and counties of Haldimand and Monck (opposite Dunkirk and

Erie). The report of Guardian of Fisheries in Kent county is enough to show that you of Ontario are to be the gainers under international control. This report shows an alarming decrease in supply of fish, the cause being gill nets on the spawning beds of the white fish. In waters off these counties named, the decrease in some years was about 60 per cent as compared with previous years. Since the High Court ruled that the Province was the owner of the fish in its waters there has not emanated from the Department at Toronto a single report that does not decry the fact that a large portion of the commercial fisheries are owned and conducted by American corporations, a condition disastrous to the interests of the Province.

What think you would be the result under international control? In 1903 Mr. Bastedo, the acting Deputy, in his report speaking of the annual decrease of fisheries in the Great Lakes, says:

"We cannot shut our eyes to the fact that this is the consequent result of the excessive fishing that has been carried on for the last half century, and if continued must result in their complete annihilation, and that the time has come when the question cannot longer be flirted with. There must be intervention on the part of the two great countries which these waters unite, whose sacred duty it is to devise means and to take steps which will prevent such a calamity."

The last word to me from the present head of the Department of Fisheries is:

"I am glad to know that you are still in the fight to obtain concerted and common sense measures for the protection, propagation and perpetuation of the valuable fishery resources of our respective countries."

My Canadian friends, you believe in federal control of migratory wild fowl, do you not? You do not think it right that you should have a few days' shooting with those south of you bang-bang-ing at these fowl both going to and coming from their breeding ground; you do not believe it is in the interests of these migratory fowl, or fair to you, to have such an uneven distribution of this kind of sport? Well, where is the difference as between migratory wild fowl and mi-

gratory fish? Careful and painstaking investigation has satisfied me that the wall-eyed pike of Lake Champlain journey through about sixty miles of water in the territory of the United States to spawn in about seven miles of water in Canadian territory, and it is a well known fact that the white fish go long distances from the deep water to shoals and rivers, there to reproduce their kind.

My resolution of last year respecting international control, met with opposition on the part of the Secretary of the Ontario Protective Association and the President of our organization, the then Minister of Mines and Fisheries of the Province of Quebec. I fear the worthy secretary did not know how earnestly every head of the fisheries department of Ontario since 1898, had urged the necessity of practically this same idea regarding the protection and propagation of fish in the Great Lakes. And it may be he had quite forgotten his own position at the first annual meeting of the Ontario Fish & Game Protective Association held in the University of Toronto, August 31, 1906, the Honorable Chief Justice Falconbridge, in the chair, and Mr. A. Kelley Evans, acting secretary, at which time the following resolution was unanimously passed.

This resolution is the report of the Committee on Reciprocal Arrangements with the United States:

"First. That in their opinion steps should be taken at once with a view to making reciprocal arrangements with the United States to restrict the shipping of fish and game illegally captured in the Province into the United States and vice versa.

Second. That it would further recommend that in the protection and propagation of fish in the great international waters, uniform laws should be adopted in Canada and the United States, and arrangements made by which the officials of both countries could work together and assist each other in the common object of protecting the fisheries."

I am not unmindful of the splendid work of this organization, or the great personal sacrifice of time and ability on the part of its distinguished Secretary, and I desire to thank him for his valua-

ble addition to the literature of the day respecting these questions, but I wish to say in all kindness and sincerity that his present idea of informal conference, coupled with the suggestion that the States may cede their fishery rights in the Great Lakes to the United States government, with the hope that his Province will then come over to this idea, spells a word that generally means failure, and that word is delay.

Gentlemen, we stand in the shadows; shadows that are giant spectres pointing to the land of the almost extinct buffalo; to the isles of the sea, where now rests but a remnant of once great seal herds; shadows that point to the vacant roosting places of the extinct wild pigeon; to the marshes from which came the peep-peep of certain snipe, now extinct; to the empty rivers that once teemed with fish that furnished food and recreation to the people; to the great inland seas whose commercial fisheries in the sixties had their headquarters in the east, now in the west; shadows that extend down into the homes of the poor, making of their lives a greater struggle for food for their little ones. Some day the question will be asked of these two great countries respecting these matters "What have you done with your inheritance?" I, for one, believe there are rays of light that cast their beams of promise upon this discouraging outlook, not the least of which is this splendid proposition of international control launched and so successfully advocated by Mr. Shiras of Pennsylvania, supported by the American Fisheries Society; the Department at Washington and a multitude of men of both countries who wish to save something from this wreck of improvidence and greed. It is gratifying to report that the State of Minnesota with its almost unparalleled fishery interests, has by resolution ceded to the United States Government not only all fishery rights on international waters, but all waters of a public nature between the different states. Further, every congressman and the two senators of that state, are pledged to vote for any measure that comes up along the line of international control. Wisconsin has also ceded its fishing rights in interna-

tional waters to the United States. International control also has the indorsement of the present governor of Vermont and two of its ex-governors. This action on the part of the states was no doubt taken to hasten action and must prove an incentive to other border states to bring this matter before their several legislatures that the United States and the Dominion government may control, conserve and protect every vital interest concerned.

I verily believe under international control, with the present output of hatcheries that in five years the markets will be filled with fish that can be secured at a reasonable price.

I ask you men of the states to pass this resolution, indorsing international control, and to assist in the fulfillment of its spirit, that the United States at an early date may enter upon the performance of this most necessary obligation to the people, and I ask the same of you of the provinces, that this question may be thoroughly discussed in your own country, and that your various provinces may be prepared with your Dominion government to enter with us upon the work of restoring to this vast territory its depleted fisheries.

Why, may I ask, are you of the provinces opposed to international control by a treaty with the United States? Surely you do not fear that the Crown in its designation of its instruments will select those inimical to the welfare of the provinces, for as you well know since the appointment of Sir Alexander Galt in 1877, to be the representative of the Empire in connection with the fishery award, continuous progress has been made in this direction, so that recently two Canadian ministers negotiated entirely by themselves a commercial treaty with France, which was most satisfactory and advantageous. And the Hon. Rodolphe Lemieux, your Postmaster General, has just returned from Japan bringing with him an arrangement which was honorable to Canada, and which at the same time preserved the dignity of the great nation with which Canada was dealing, and you have the word of Sir Wilfred Laurier himself, who replying to the question of the status of Canadian

negotiations of imperial treaties with foreign nations, stated:

"That the rule followed of late years was that in all matters regarding treaties with foreign countries concerning subjects not purely Canadian but directly or indirectly affecting Canada, the Imperial Government caused a provision to be inserted that this treaty should not apply to Canada except and until ratified by the Canadian Parliament."

Surely you are safe in your own hands regarding a treaty with the United States along the lines indicated. You would not fear for the outcome with your own representative assisted by Mr. Bryce, the Ambassador of the Crown to the United States, any more than you feared the outcome in Japan with the Postmaster General assisted by Sir Claude MacDonnell, the British Ambassador at Tokio.

How closely have we of Canada and the United States been drawn together in trade and commerce and friendly relationship. In all these years our differences have been few and our relations have been those of mutual kindness and esteem. In the prosecution of business your people of the north have exhibited those traits that make for honesty and fair dealing, while we of the south have met you fairly and on a common ground, you having what we desire and we possessing plenty from which to supply your needs. We have together enjoyed the pleasures and recreations of life, each has mourned with the other in sorrow or calamity, rejoicing with one another in prosperity; you intensely Canadian with loyalty to your King, we intensely American, each with giant strides moving on to our destinies. Along the imaginary line that divides us no sentinel guards his country's safety; your flag waves gracefully over every parapet, while we dip the Stars and Stripes in honor to you, a great nation within a nation, a neighbor and a friend.

In conclusion, the following sentiment is better expressed by another who has said: "We hear so much that desirable legislation or administration action is impossible. Opposition to reform movements find it less easy to combat arguments in favor of a new order of things

than to admit the desirability of the reform and then convince the public that it is impossible."

We suffer from patch-work and crazy-quilt legislation because of the cry that positive restrictive and beneficial legislation is impossible. How absurd, yet how effective has this cry proven on both sides of the line. What a great deal notwithstanding this cry, has both countries accomplished. It has been necessary at times that this cry of impossibility should be turned into the wail of

the departed whose places are filled by their betters.

"If a measure is right why impossible? If right, let us not listen to the voices of the fearful, who continuously declare that serious affairs cannot be handled with wisdom because politics cannot be kept out of their business, or because they translate all business into terms of politics. Progress is only made by the men and nations that achieve the impossible!"

## The Wild Pigeon.

BY W. D. HOBSON.

**M**R. Cameron, I notice, continues to argue in the March "Rod and Gun" in favor of the present existence of the wild pigeon and quotes statements as to such pigeons having been seen by President Roosevelt and John Burroughs. If Mr. Cameron had tried he could not have found better authorities in all America—the only weak point being that neither of these gentlemen has testified to seeing passenger pigeons in any part of America within the past year.

The case is one of seeing a man who said that he saw pigeons. We have been treated to similar stories every summer for the last fifteen years. They always turn out to be stories in the same class as the sea serpent and the ghosts.

Mr. Cameron considers that I am overconfident in my assertions. I am quite willing to give reasons for my strong assurance that there are no passenger pigeons in America. For the past fifteen years we have had numberless reports of passenger pigeons having been seen in different parts of Canada and the United States. The whole of them, upon inquiry, would appear to have been without foundation.

Can any person imagine passenger pigeons having existed in North America for the past fifteen years without anyone having been able to produce a single specimen? The mere statement itself

that this is so forms a strong ground of proof that there are none.

I can, however, give a still stronger one. Present conditions are such that the wild pigeon could no longer exist in North America. No man knows this better than John Burroughs. For the most part the home of the passenger pigeon was Pennsylvania though they nested in different parts of North America. Their strongest colonies consisted of millions multiplied by millions.

Like everything else the wild pigeons had their natural enemies but the birds of prey were little, if any, more plentiful than at present and consequently did the pigeons little harm. When the ranks of the pigeons became thinned out however, the birds of prey soon exterminated the balance.

If it were possible to turn out one hundred pairs of pigeons this spring the end would soon come. Pigeons are naturally gregarious and these would all build open exposed nests in one place. One pair of goshawks would exterminate the whole colony in one summer. The passenger pigeons could not survive.

The mourning dove is responsible for most of the pigeon stories. In all but size they resemble the pigeon so closely that they are easily mistaken for the pigeon, and confusion between the two is natural to any but the keenest observers.

# Deer Preservation.

BY ERNEST J. MCVEIGH.

I had not intended writing further on this subject, but the short and vigorous article in the February number from the pen of the Rev. A. Murdoch moves me to again join with him in the good work. He, at least, is not disposed to give up the fight, and as one of his opponents has quoted me against him, I feel that the least I can do is to make it clear which side I am on.

It is a pity that personalities should have been introduced in this discussion, but in reviewing the year's work I am glad to note that the slave of the dog has alone been guilty of this. The Rev. Mr. Murdoch has naturally been attacked more bitterly than others, and I was glad to note that he made no reply to such articles. I suppose he, like myself, could really find nothing in them to reply to, as they were certainly devoid of argument; and a man who cannot advance an argument can hardly be expected to appreciate one. I had this fact brought home to me some weeks ago on meeting one of my friends who has had no experience of the woods, or hunting, apart from the hounding of deer, and have him to tell me with great glee that "the Rod and Gun" was a good dog magazine all right" and on being asked to explain he informed me that the dog men had so much the best of the argument that the other fellows were simply "not in it." I didn't stop to argue with him; of what use would it be to point out to such a man that after the study of this question for many more years than he has lived the best informed men on this continent have decided against the dog, and that this matter is no longer a question of his opinion, or my opinion but a clear question of fact, as proven by the experience of the States of Maine and Michigan? These States had almost exterminated their deer before the more enlightened sportsmen succeeded in having proper laws passed, and I fear Ontario may have to learn her lesson in the same way. The pity of it!

Why must it be so? I expect Mr. Murdoch has given us the answer to that question when he quotes from Mr. Tinsley's comments on the last hunting season. This gentleman is in the position of an expert—save the mark—adviser of the Ontario Government on questions of game protection; and so long as this is the case I see no hope for improvement, as his latest utterances prove not only that he does not understand, but that he cannot learn. In fact he seems to know less each year. His latest remarks remind me of the Irishman and the bridge. This Son of Erin was asked what he thought of the new bridge now that it was completed, and his answer was, "Well, you know I never did expect much from that class of a bridge, and it is a good sight worse than I expected."

We have the facts and figures of practically the whole continent to help and guide us in this matter, and yet it would seem that we must go ahead and learn our little lesson by the same bitter method that others have followed; for not only will we not learn and take advantage of others' experience, but even our own will not teach us. What are the facts! The Province of Ontario had the grandest inheritance of natural wealth in her pine forests that the world has ever seen, and we have wasted it. It is true that of late years the Province has received a penny while the curse of Canada, the lumber king, has made a pound, but for every penny received we have lost many pounds; and for every pound held by the lumberman the Province has lost many hundreds, and the leak is not stopped yet. Must we lose all our natural wealth in the same way? The great pine forests gone to pile up fortunes for a few lumbermen who have wasted a hundred times what they have saved, and our deer exterminated for the passing pleasure of a few men who like to hunt with dogs!

What is there about a question of this kind that seems to blind us to the truth?

As a matter of fact there is no room for argument here at all, and yet we argue. The man who wants to hound deer has a reason, and it is a perfectly simple one; he likes the sport, he loves to hear the dogs bring the deer out to him, and he can kill the maximum number of deer with the minimum of labor in that way. That it may be bad for the future of the deer does not enter into the question at all. This is the one and only reason on his side, but is it a good one, and one others have a right to respect?

It seems impossible to get the dog man to understand that anyone could once use the hounds and then give them up because he thought it in the best interest of the country at large, and a long step in the direction of deer preservation. I was much amused by one article wherein the writer tries to tell us all about dogs, with special reference to me, but finally abandons the idea of enlightening my ignorance and says "but Mr. McVeigh, being a still hunter, and knowing nothing about dogs, cannot understand these things!" Now that, in my opinion, is real good, for the reason that I have used hounds for fifteen years, and would not consider myself entitled to a hearing on this subject if I had not a fair knowledge of the question from both sides. As this discussion proceeded one was forced to the opinion that the advocate of the dog is much the less intelligent sportsman; his views so far expressed have been narrow, and while "dogmatical" in the extreme, are in no case backed up by reasonable argument, and he always tells us just how many deer his party killed when they have what he calls "a good hunt" and when he fails to kill so many he writes to report a failure of the hunt. This stamp of man might make a good clerk in an abbatoir, but a sportsman never! He seems to think that we who are anxious to see the hound prohibited are not capable of feeling the thrill that he enjoys when the hounds are coming his way, and he is waiting on the runway, or beside the water, for the deer to dash into view. He cannot imagine our hearts knocking against our back teeth, and our poor watery pulse going dot and carry one. Don't make any mistake my

friend; most of us know just what we are willing to give up, and we think we deserve some credit for being willing. How is it with you? I have failed to note that you are willing to do anything but hang on to your own selfish pleasure, and howl when we try to reason with you.

Mr. Murdoch makes frequent reference to the Muskoka district, but he does not cover all the ground. I also have some slight knowledge of that country, and I am prepared to say that take, and keep, the dogs, both hound and cur, out of that country for a few years, and even Mr. Tinsley would have trouble to explain the wonderful increase in the number of deer.

This district, or a great part of it, cannot be called an agricultural country. It never could and never can be so called. Some years ago, however, a wise, and paternal government induced a large number of credulous people to go in and take up farms? These people, or most of them, got out again just before they starved to death, and their deserted buildings and little clearances dot the country for many miles. A more ideal home for deer cannot be imagined, and in spite of the fact that it is overrun with dogs of all kinds, you can still find a buck with one or two does here and there. These hang on as best they can, but take away the dog and how many years would it take to re-stock the whole country? Man alone will never drive deer out of a country so long as he leaves them a fair amount of cover in the shape of woods and swamp, and the forest, a second growth, is gaining in Muskoka, giving the deer a chance to gain also.

Some few years ago I accepted an invitation to join a small party for a deer hunt in this district, and we made our choice of one of the many deserted farm houses for our camp. On any one of these so-called farms there is good cover for deer, and there will be more instead of less, and we found a bunch of four deer quite close to the house we were in. We killed one, and the dogs chased the others away north in the direction of the big woods. That wound up our hunt at that camp, and we moved to another a

few miles away to have our first experience repeated. I expect we could have continued this performance all fall, but it did not look good to me and we quit.

It may be these are the deer Mr. Tinsley has heard of so far north, and cannot find in Muskoka. The Lord forgive me if I had any hand in driving them there, but I am afraid that I helped, be it ever so little! Of one thing I am sure, had it not been for our and other hunters' dogs they would still be in Muskoka.

There is certainly fearful and wonderful things said in connection with our red deer. I know one farmer in the north, who always referred to one winter of deep snow and hard weather, as the winter when the deer were so plentiful that he saw them in his barnyard nearly every morning. The wolves were also plentiful that winter, so he argued that if we had plenty of deep snow, cold weather, and wolves, the deer would be so numerous that they would overflow the forest into his barnyard. There were very few deer indeed in his country the following year, but you could not convince him that what he had seen so often were the remnant of the poor worried, and starving creatures seeking safety and food in the yard of one of their enemies, in a last effort to save themselves from the snow and wolves; and he will likely go to the grave with the firm belief that in some way wolves, deep snow and cold weather will breed more red deer than all other elements combined.

However, I fear that until there is a change in the Department at Toronto we cannot hope to successfully combat such arguments as the foregoing, so that the discussion is without profit and a "vexation of spirit." Have we increased our knowledge of this subject during the past year? I am afraid not to any great extent. Let us look for a moment at what we knew when we began, dealing only with proven facts.

1st: The Province of Ontario, and a portion of Quebec alone today permit the hounding of deer, and year by year we find the deer decreasing in number, in their best and most southern feeding grounds.

2nd: In all the States of the Union,

and in all of Canada outside of Ontario and part of Quebec, where hounding has been prohibited, the deer are increasing in number and quality, and are again occupying ground from which they had been driven years ago.

3rd: The great majority of the non-hunting people of Ontario are in favor of prohibiting the use of hounds or dogs of any kind, in hunting deer.

4th: Fifty per cent of the sportsmen of Ontario, (and the more intelligent half) are willing, and anxious, to cut out the dog, for the sake of the deer, and future generations who will likely desire to engage in the "Sport of Kings," the hunting of red deer.

Against this we have the other fifty per cent of the actual hunters who have always used dogs, and who want to continue using them for the simple reason, and to them all sufficient reason, that they like it, and can kill more deer in that way than in any other. Do we know any more than this today?

We often hear people speak of the time when there will be no more red deer in Ontario, and all are agreed that this would be a most undesirable condition, but if we are willing to be reasonable and firm enough to do what is necessary that time will never come so long as there is waste land in the Province, and that will be as long as the world lasts. This is not advanced as an opinion, but as a fact easily proven. In one or two New England States they passed very strict deer preservation laws after their deer had been practically exterminated, and yet today although they have really no waste land to speak of, and little forest the deer are becoming so plentiful that the farmers are asking permission to kill a few for their own use, and claim the right on the ground that the deer feed on their crops and they, the farmers, have a right to some return, but they don't dream of asking permission to dog them!

Gentlemen: We rest our case here, so far as I am concerned, for the present anyway, but without prejudice, in case we get a new Judge on the bench; in which case we reserve the right to go to appeal.

# The North American Fish and Game Protective Association.

**T**HE members of this Association, which covers several of the Provinces of Canada and the bordering States of the Union, met on February twelfth and thirteenth at Albany, N. Y. The constitution provides for meetings in Canada and the States in alternate years, and as the meeting was in Quebec City last year, New York had its turn this year, and Ontario will have the place of honor next year. Senator Jotham P. Allds, the President, was in the chair throughout the proceedings, which were, generally speaking, of an enthusiastic and encouraging character.

On the first day the members had a pleasant interview with Governor Hughes at the Executive Chamber, being introduced by Senator Allds.

The Governor expressed his appreciation of the call made by the visitors and apologized for the fact that engagements out of the city prevented him from attending the session of the association.

"I am glad to welcome the delegates from the various States and the people from the north, who have strongly evidenced their desire for justice in the administration of law.

"I am sure all appreciate the efforts made by this body and I congratulate you on the prospective success of your efforts. I hope you will have an enjoyable meeting in Albany."

The Governor referred to the treaty which is expected to settle several important boundary matters now in dispute. It is believed that this treaty will shortly be put into effect.

The Mayor of Albany spoke at the opening of the convention. He gave some of his experiences while on fishing expeditions on Lake Champlain and strongly urged his hearers to do all in their power to secure uniform fish and game laws between the States and Canada. He pointed out the abuses of different laws in the adjoining States, with special reference to Lake Champlain.

Mr. A. Kelly Evans, Secretary of the Ontario Fish and Game Protective Association, gave an interesting address, containing information regarding Ontario, New Brunswick Nova Scotia, Alberta and Saskatchewan.

Dr. Finnie of Montreal submitted the report for Quebec; Mr. George H. Richards for Massachusetts, and Mr. R. E. Plumb for Michigan. In these reports progress was shown in several directions. The report from Ontario included a lengthy reference to the Act passed last Session and placed on record the amalgamation of the Fish and Game Departments as a distinct step in advance.

In the evening the members attended an illustrated lecture given in the Assembly Chamber at the Capitol by Professor W. T. Hornaday, who is in charge of the New York Zoological Gardens, on "Game Hunting in British Columbia."

Mr. Barton Everman, United States Fish Commissioner, also lectured on "A Trip to the Top of the Mountains for Golden Trout."

On the morning of the second day a proposal to ask the Governments of the several Provinces and States to set aside all available forests and waste lands as public preserves for the propagation of fish and game was withdrawn at the request of the Quebec representatives, it being held that the time has not yet arrived for such a policy to be carried out in that Province.

The members unanimously agreed to the following:

Whereas, the North American Fish and Game Protective Association has obtained reliable information that in a certain portion of the southeastern British Columbia, situated between the Elk and Bull Rivers there exists about 450 square miles of waste lands which is today richly stocked with mountain goat, mountain sheep, grizzly bear, deer and other species of valuable wild animals, all of which are positively known to breed in and inhabit that region all

the year round; and

Whereas, this Association is credibly informed that the region in question contains neither valuable timber, coal, nor agricultural lands, and that no claims of any kind have been entered therein; now therefore, be it

permanently set aside as a game and forest preserve, and that action tending thereto be recommended to the Government and people of British Columbia. And be it further

Resolved, that it is the view of this Association that the permanent preserv-

ation of the wild animal life and scenery of the region, now tentatively known as Goat Mountain Park, would redound to the credit and also the practical benefit of the people of British Columbia for centuries to come."

A description of the Park was given in Professor Hornaday's lecture and has also been outlined in our pages.

On the proposal of Mr. C. H. Wilson, of Glen Falls, N. Y., the members agreed to the following resolution regarding international control of waters adjoining the United States and Canada:

"Whereas, the chief object of the North American Fish and Game Protective Association is, the harmonizing

of the laws of the different Provinces of Canada and the contiguous States of the American Union, the preservation, propagation and protection of fish, game and bird life, and the maintenance and improvement of laws relating thereto, and



JOTHAM P. ALLDS, SENATOR FOR NEW YORK, EX-PRESIDENT OF THE ASSOCIATION.

Resolved by the North American Fish and Game Protective Association, in annual convention assembled, that it is to the best interest of the sportsmen of all Canada, and of the world at large, that the whole of the region referred to be

mutual assistance in enforcing the game and fish laws on the borders of the various States and Provinces; and

Whereas, after many years of effort on the part of this Association and its members in so far as it applies to the protection and propagation of these species of fish that inhabit the boundary lakes and rivers, we are of the opinion that the only successful solution of this problem is by international control of these waters, and

Whereas, the members of the North American Fish and Game Association now assembled in the City of Albany, view with alarm the threatened depletion of the white fish, lake trout, wall-eyed pike and other fishes in the waters both lake and river, as indicated by the reports of both States and Provinces, and

Whereas, we believe that lack of uniform laws between Canada and the several States bordering on these

waters and the lack of concurrent jurisdiction, without enforcement of existing laws, poor protection given during spawning season, and total disregard of the size of fish taken by fishermen, are at the root of this evil. Therefore,

Resolved, that it is the sense of this Association that Canada and the United States should enter into a treaty looking

to the control of the propagation and protection of the fish in these waters. Further,

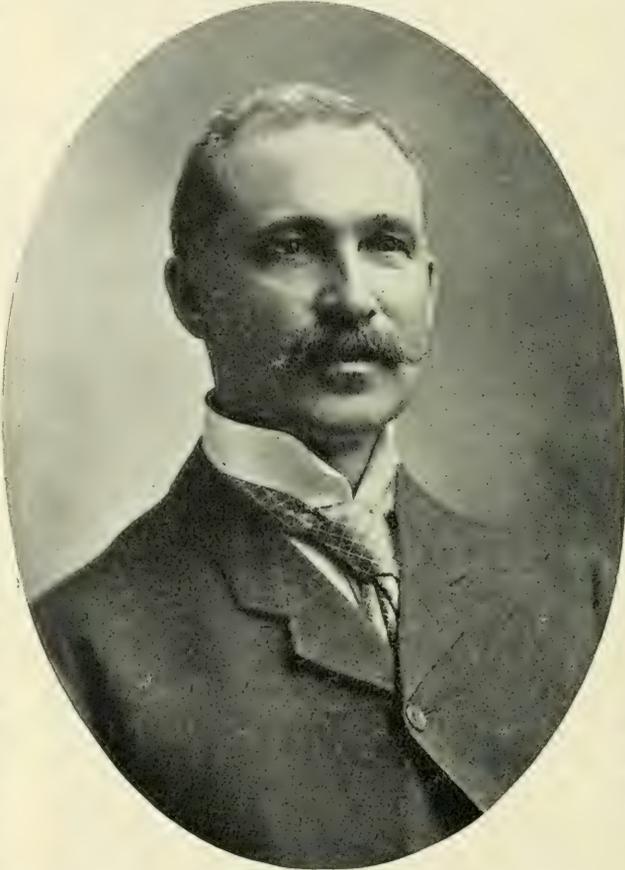
Resolved, that we urge the various States to cede to the national government their several rights in the fisheries of these waters, and that congressmen and U. S. senators of the bordering States and each member of the Dominion House of Parliament be asked to support legislation in the interest of international control of such boundary lakes and rivers. Further,

Resolved, that a copy of this resolution be furnished each senator and representative directly interested and to each member of the Dominion Parliament."

The following officers were elected:

President, J. O. Reaume, Minister of Public Works who has charge of the game and fisheries in the rests of Ontario; Secretary-Treasurer, E. T. D. Chambers, Quebec; Vice-

Presidents, L. R. Carlton, Augusta, Maine; F. S. Hodges, Boston, Mass.; Henry Russell, Detroit, Mich.; Hon. J. F. Sweeney, Moncton, N. B.; W. G. Witherbee, Port Henry, N. Y.; A. Kelly Evans, Toronto, Canada; Dr. J. T. Finnie Montreal, Quebec; F. G. Butterfield, Derby Line, Vt.; S. A. Megeath, Franklin, Penn.; Dr. George E. Porter, Bridge-



THE HON. J. O. REAUME, MINISTER OF PUBLIC WORKS.  
WHO IS IN CHARGE OF THE FISH AND GAME INTERESTS OF ONTARIO, PRESIDENT OF THE ASSOCIATION.

port, Conn. Executive Committee, J. F. Sprague, Monson, Maine; G. H. Richards, Boston, Mass.; R. E. Plumb, Detroit, Mich.; J. D. Hazen, M. P. P., St. John, N. B.; Charles F. Burhans, Warrensburg, N. Y.; Oliver Adams, Toronto, Ontario; H. G. Elliott, Montreal, Quebec; Nelson W. Fisk, Fisk, Vermont;

F. A. Phelps, Wilkesbarre, Penn.; J. C. Chamberlain, Bridgeport, Conn.

Papers were read by L. R. Carleton, of Augusta, Maine, State Forest, Fish, and Game Commissioner, and Commissioner Whipple, head of the same department in New York state.

Toronto was fixed upon as the place of meeting for next year.

## Dogs and their Ailments.

BY E. R. LA FLECHE.

**T**HE query raised by Dr. J. H. Bourdon, of Montreal, in the February number, respecting the lumps troubling his dog is one of much interest to dog owners and dog lovers. As I have had experiences with hounds for over thirty-five years, and have had dogs troubled with such tumors, my methods of dealing with them may prove interesting both to Dr. Bourdon and many others of your readers.

According to my experience the cause of these lumps is due as follows:

A. To the constant wearing of collar, and especially if it is a large one.

B. To hard running accompanied with sudden change of temperature.

C. To bites of other dogs while fighting, especially if held by the throat, the result is, that often these lumps will appear perhaps in three or four months and sometimes sooner.

D. To bad blood.

E. To blows or kicks received under the throat.

These tumors are of various sizes and occur just beneath the skin and contain a thick, glary and transparent fluid resembling white of egg. They are readily known by their soft yielding feel and by their evident want of connection with surrounding parts.

The application of iodine is of no use; nothing but the knife is of the slightest use, and by cutting through them, the sac may readily be torn out. Care must be taken not to leave a particle, as it is sure to grow again into another sac of the same size as before.

Sometimes these sacs act the same as a water pillow, when pressure is made upon them.

I had a hound, that after having made both the Quebec and Ontario seasons, had nine lumps at the same time—one on each side of the throat, another on the neck behind, the ear, and the balance on the shoulders and side.

The dog was seven years old, and a very hard worker. I opened all these lumps with a sharp knife, and I had to open some twice and three times; in about seven weeks they were all gone. In the meantime I gave a good purge and I followed it up with "arsenicolis liquor," one drop to each four pounds in weight of the dog, daily during two months.

This hound was never again troubled with them.

The hound standing in the stream at the right of the gentleman near the canoe shown on the cover of the January issue of "Rod and Gun" was fifteen years old when that picture was taken.

At the age of ten, a few months before the hunt, I discovered he had a lump the size of a large egg on each side in the front of the throat which affected his breathing. They were soft swelling such as I have above described.

I took a door and with a bit I made a number of holes, and tied the dog in such a way that it was impossible for him to move. I then placed the door with the dog on a table, and operated one side and a week later the other. The dog was "O. K." during three

years, but towards the spring of the fourth year after the operation a tumor started to grow. When it had reached the size of the fist, I decided to make another operation. When I opened the skin, I found the tumor had many roots and seemed connected with the jugular vein. Seeing this and knowing that the dog would be useless should I let the tumor alone, I lanced it, instead of cutting it off, and a stream of dark blood ran out. After I had about two teacups full of blood, I closed the cut and wrapped the neck well. Two days after I examined the tumor, and found it had

greatly diminished in size and a month later there was only the size of a small butternut left, and that fall the old hound made several long chases. The following year the tumor was again as big as the first time, and three months before the hunt I again lanced it with the same result as before. After the hunt was over and as the dog was now too slow, a bullet an inch above the eyes dispatched him at once to the happy hunting grounds. I examined the throat and found that the tumor was what is called "goitre" which also trouble some human beings.

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## April.

BY MAX O. KLOTZ.

Ho! list to the sound of those welcome tears,  
 That Jupiter Pluvius sheds,  
 Ho! list to the wind of the south as it shears  
 The locks of King Frost, and the beard that he wears  
 As his snowbound kingdom he treads.

All thro' the land from the West to the East,  
 With mutinous mutterings low,  
 Young Nature rebels, and in cadences sweet  
 The buds all are singing with joy as they greet  
 The loosing their shackles of snow.

Ancient old oaks with trunks time-seared,  
 And gnarled, knotted arms stretched forth,  
 Gentle-born violets who long have feared  
 The sway of that merciless icy beard  
 That adorns the King of the North.

Now raise their heads as suppliants bold  
 With the birds raise their paeans of praise  
 For the Winter is dying, and Spring will unfold  
 The Life that is new and a Love never old  
 In the warmth of the April days.

# AUTOMOBILES AND AUTOMOBILING

## The Toronto Show.

Just as we are going to press the first National Automobile, Motor Boat and Sportsman's Exhibition is being held at the St. Lawrence Arena, Toronto, and everything points to a successful inauguration of what will likely prove a long series of exhibitions of a similar character. The Show having become an annual engagement at Montreal will do no less at Toronto, and as motoring on both land and water spreads ever wider these exhibitions will be strengthened, and may be expected to become as popular as any exhibitions in the country. The decorations and arrangements of the hall were carefully considered and made such as experience suggested and such as interfered least with the exhibitors while showing up the exhibits to the greatest advantage. The sportsmen's portion of the Show was taken in hand by the great railway companies of Canada and right well did they discharge this duty. The autos made a wonderful display and the country people who were tempted inside must have been convinced from what they saw that the auto is no passing craze and not to be disposed of by any of the methods they have hitherto suggested. The motor boats brought up memories of many delightful outings, and with their new arrangements promised even greater pleasures to those using them in the future. Accessories, by their ingenuity, effectiveness and variety provided charms which no motorist could resist. The examination and testing of many of these devices provided almost an education to the motorist who had not kept himself abreast of all that is being done in this field. All this means that the Exhibition as a whole was complete and in each department there was much to be seen and learnt. The Show well illustrated the progress made in

Canada in motoring, and the representative exhibit of American autos enabled the visitor to see at the same time what is being done in both countries.

## The Montreal Show.

A week after the Toronto Show closes the Montreal Exhibition will open. While a good deal that is seen at Toronto will be shown at Montreal there will be sufficient differences to give the Show at Canada's commercial capital distinct characteristics of its own. At Montreal the Show has taken on a permanent character and is one amongst the season's engagements that would be much missed. There is not the same spirit in Quebec as is shown in Ontario for restricting the use of the auto, and though in the latter Province it is but a passing phase of public opinion, it is none the less inconvenient. In Quebec the advent of the auto is welcomed and its developments watched with sympathy. As a consequence there is a reflection of this feeling in the Show and manufacturers naturally do their best to give an extra touch to an Exhibition in a centre where they feel they carry with them the sympathy of the whole people. In addition the Montreal Show, having achieved successes in the past, may be expected to live up to its traditions, and even to make an effort to improve upon them. Experience has shown what is required for an Exhibition of this kind, and nothing will be wanting that either experience can suggest or enterprise warrant to make this year's Show surpass its predecessors, high as was the standard each one reached.

## The Auto in Surgery.

A unique case in which the auto rendered the doctor excellent service is re-



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provides an unexcelled load for every modern firearm. Clean, accurate and economical. No misfires, even penetration.

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MONTREAL.

ported in the American Journal of Surgery. A city physician was called to a farm house fifteen miles away for a case of suspected appendicitis and was asked to be prepared to operate if thought advisable. After hearing the history of the case and making an examination, this course was decided upon and it was further thought best to operate at once. The doctor had ridden over in an auto and while the kitchen was made into an operating room with the family "ironing board" as an operating table, provision for light was made as follows: The automobile was driven as close as practical to the kitchen window, the large searchlight lamp detached from the machine and passed into the kitchen. Rubber tubing ordinarily used for drainage was spliced by a glass drainage tube and used to connect the gas tank on the side of the auto with the lamp in the kitchen surgery. The gas was then turned on, lighted and the illumination found to be ideal. In fact, the light was just as good as in any well-appointed operating room. The operation was successful but in view of the conditions found the doctor believed that the loss of time caused

by removal and the mechanical disturbance of the parts in moving a patient in such a condition over rough country roads would have been fatal. The doctor adds: Next to the early diagnosis of the family physician and his prompt action, I feel that the auto, with its gas tank and lamp, was a strong factor in the means of saving the man's life.

The wonders of electricity are never better illustrated than in the perfection to which storage batteries for both automobiles and motor boats have been brought. Conspicuous among these batteries is the one known as the "North western," manufactured by the North-western Storage Battery Company, of Milwaukee, Wis. This Company was amongst the pioneers in portable electric lighting outfits at a low voltage and their success has been so great that they have decided to devote their entire factory to the manufacture of the ignition and other portable batteries suitable for operating low voltage lamps, searchlights, etc. In construction, efficiency and capacity these storage bat-

teries are unsurpassed and no power boat owner should rest content without investigating the claims made on their behalf. Their lamps are likewise noted for beauty, power and control. They are convenient, inexpensive and a great safeguard against collisions.

#### • The Ontario Agitation.

The Province of Ontario is distinguishing itself for the marked hostility the people continue to display towards autos and auto owners. Not content with enacting a law described by experts as unequalled in any country in the world for the number and variety of offences to which the auto owners are subject, quite a crop of bills were proposed this session containing all kinds of extraordinary restrictions. Amongst others were provisions prohibiting the use of the highways to autos on three days of the week, including Sundays. It would appear as if some people failed altogether to realize that a new era in locomotion has dawned, and they imagine they can stop an industry which has shown greater progress in a short time than any similar movement in the world's history. The Toronto Show ought to do much to educate these people to the realities of the situation, and the Ontario Motor League should do much to second such efforts. The members of the League are willing to have the present law carried out, strict as it is, and they believe that where complaints have any real justification they are due to failures to enforce the law. The League have lately been strengthened by the affiliation of the Hamilton Automobile Club with fifty-five members, and this Club was preceded in affiliation by the Oshawa Automobile Club. The organization promises to extend throughout the Province and as autos become more numerous, as they are bound to do, we shall hear less and less of this agitation which has found such foolish expressions that many of those who are associated with it must be ashamed of these excesses. One thing is quite certain—the extended use of the automobile will not be stayed by any proposals on the part of the people and Legislature of Ontario

#### A Speed Limit.

Most motorists will agree to the principle of a speed limit, and all would be glad to see this principle carried out with discretion rather than upon hard and fast rules. The only difficulty is in trusting the discretion of officers who are more or less prejudiced against autos and auto owners and regard them as a nuisance to be suppressed with all the rigors of the law. When the speed limit is made ridiculous by such proposals as have been seriously submitted to the Ontario Legislature it is time to make a protest. One of these proposals is to fix the speed limit at ten miles an hour in the day time and seven miles an hour at night. There are hours in the night when no horse drawn vehicles are likely to be on the road and yet the seven miles an hour limit would have to be maintained. If the better class of motorists were trusted with greater freedom, and the small minority who abuse their privileges were treated with the severity they deserve, there would soon be such a healthy state of public opinion as would result in sweeping away all such specimens of ante-deluvian legislation as have been submitted in all seriousness to the Ontario House during the present Session.

#### The New York to Paris Race

The journey across the American continent proved a hard test for several of the autos taking part in the New York to Paris race. The weather was bad and the roads in several instances were not worthy of the name. Notwithstanding all difficulties however only one breakdown was recorded and most of the autos went through on their own power, and without anything more than the usual difficulties for which ample preparations had been made. There was no direct attempt to make records but some excellent performances resulted. Snow drifts which appeared to be impossible of negotiation were got through somehow, and frozen roads were passed over with the minimum of discomfort.

The greatest interest was taken in the

## A Breech-Loading Fountain Pen

Conklin's Self-Filling Fountain Pen compares with the old-fashioned fountain pen as the magazine rifle compares with the old muzzle-loading gun. The Conklin Pen is a veritable breech-loader. It loads itself instantly at any inkwell. Just dip it in, press the Crescent-Filler, and the magazine is full. Cleaned the same way by dipping in water. No fuss, no muss, no cuss. You can't overflow it. You don't have to work your arm up and down like a pump handle to make the ink flow.

## Conklin's <sup>SELF-FILLING</sup> Fountain Pen

"THE PEN WITH THE CRESCENT-FILLER"

feeds uniformly with any kind of ink and nib—fine, medium, coarse, stub, soft or stiff—for the school boy learning to write or the reporter writing against time. It is not only the smoothest writing pen but the most beautifully designed and finished pen. It fits the hand. You can write longer and faster with it without a cramp. You can do more with it than any other fountain pen made, simply because of the Crescent-Filler.

Leading dealers handle the Conklin. If yours don't, order direct. Prices \$3.00, \$4.00, \$5.00 to \$15.00. Send for handsome new catalogue.

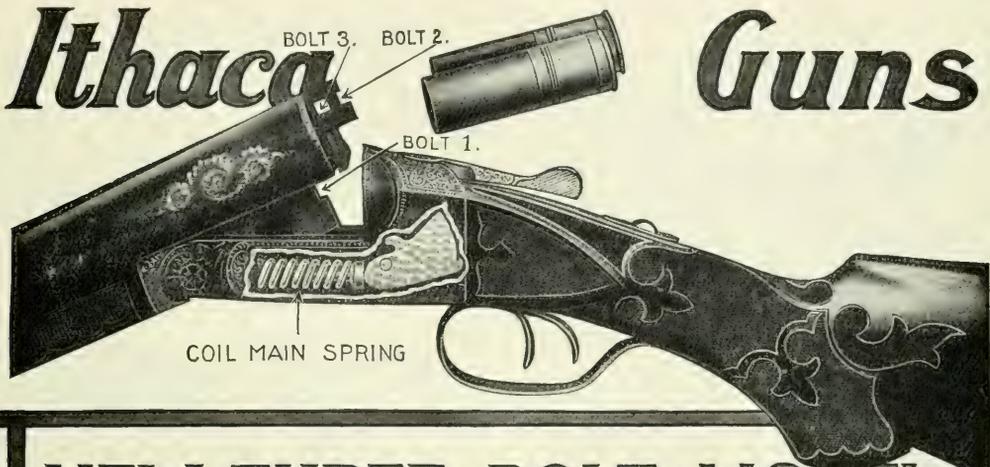
The Conklin Pen Co., 309 Manhattan Bldg., Toledo, Ohio, U. S. A.



race in every town and village through which the competitors passed and decorations and enthusiastic receptions were the order of the day. The Thomas Flyer performed wonders and at the time of writing was five hundred miles ahead of its nearest competitor. Of course the greater difficulties have yet to come and the question of whether the reserve powers will be sufficient after this severe testing has yet to be seen. So far the demonstration has shown conclusively the almost marvellous powers possessed by the automobiles which must be used in many directions for the benefit to mankind. The progress of this race must occupy the attention not only of motorists but also the general public of an extent which cannot fail to cause automobiles to come before the people in a light different to that they have hitherto occupied. The value of autos as a means of locomotion ought to be demonstrated by the race sufficient even to satisfy the rural population of Ontario.

### A Fine Run.

The wonderful run of the Studebaker car, which is built upon a Garford chassis, in its great run from New York to Fort Leavenworth, Kan., has drawn the attention of the entire world. Driven night and day without a moment's rest this car went through at the rate of one hundred miles per hour in the dead of winter. The drivers could only turn the trick when the car was reliable and at no time did they have to bother about the construction. The trip served to show the real stuff in the Garford and the returns were so satisfactory that other trips are to be taken. Manager William B. Hurlbut of the Garford Motor Car Company of New York and Manager A. R. Davis of the Motor Car Company of Ohio, believe that in such tests the true car is shown and they are rather disposed to try again and in other directions.



## NEW THREE BOLT MODEL

Our 1907 New Model Three Bolted Gun embodies all of the requisite qualities of a perfect gun—safety, strength, durability, superior shooting qualities, beautiful lines, nice balance and in our high grade guns very fine finish and richness of ornamentation. See cut No. 7 \$300 list gun shown above—special price \$213.75, ejector \$10 extra.

We guarantee the three bolts to hold the gun tight for all time and not allow the gun to open in discharging. We guarantee the coil main springs forever against breaks and misfires.

Send for 1907 Art Catalog describing improvements and special prices on 18 grades \$17.75 net to \$300 list

**Ithaca Gun Co., - Box 13, Ithaca, N. Y.**

### Peculiar Coincidence in Names.

There's a peculiar combination in New York, a coincidence in names, which is attracting attention. Mr. George Jackson Scott took the New York agency for the Jackson car which is made in Jackson, Mich. Mr. Jackson points to the fact that he was born in Jackson, Mich., that the name of his grandmother was Jackson, and that his family is descended from the renowned General Jackson. All of these things came out through Chas. W. Oathout, Eastern Sales Manager of the Jackson, and Mr. Scott started his season with the new car by sales of no less than six cars in six days.

### The Auto Stops Cock Fights.

A funny story comes from Cleveland and one which shows the multifarious uses that an automobile can be put to. One night last week two Pierce Great Arrow cars drew up alongside the Sheriff of Cleveland's office at the County Court House. A moment later the fourteen passengers of the two cars piled out

on the sidewalk, amid the hoarse crying of a number of game cocks. Then there was much laughter and shouting. "You take the birds, Joe, they are prisoners of the State," laughed one of the deputies. "Yes," said Sheriff McGorray, "I must lock up my prisoners," and, picking up two big handfuls of flapping feathers, he entered the jail followed by his deputies. On this and on several other occasions the sheriff and his deputies have thus been able to surprise the frequenters of the mains held in and about Cleveland, and have taken them entirely unaware, owing to the rapidity with which the Pierce automobiles have taken them to their destination.

Russell cars are the pioneer autos in Canada and well maintain the lead they have deservedly achieved. A beautiful catalogue has been issued by the Canada Cycle and Motor Company, Limited, Toronto Junction, giving full particulars of these cars and showing how well suited they are for rough Canadian roads.



# SPORTS AFLOAT!

Being a Section Devoted to Those Who Brave Wind and Wave, in White-winged Yacht or Dainty Canoe, in Fragile Shell or Swift Power Boat

Edited by

LOU. E.  
MARSH

## Royal Hamilton Yacht Club Prospering.

The Royal Hamilton Yacht Club at its annual meeting marked another step in the Club's progress by appointing a paid Secretary-Treasurer. That the club is progressing financially is indicated by the fact that Mr. Geo. Taylor suggested that the Management Committee this year consider the question of paying off the shareholders. When the stock was originally subscribed he said it was understood that as soon as the club got well on its feet, a portion of the stock would be taken up each year. Mr. N. D. Galbreath concurred with Mr. Taylor. He thought the time had arrived when the club should make a start at redeeming its promises.

Mr. R. Griffin desired the committee to do a little more for the bowlers this season. Bowling was quite a source of revenue to the club, although only \$36 was given in prizes last year; while the dances cost nearly \$1,000. To his mind the committee should look more after the interest of the members than the visiting ladies.

Another member suggested that there be less expended on "ladies' day" and more money given for yacht races.

Commodore Judd promised that all the suggestions which were made in the most friendly way, would be considered by the Management Committee. The meeting was one of the most harmonious ever held by the club.

There was only one contest for office. Before the voting for the rear-commodore took place a letter was read from Mr. George J. Tuckett, requesting that his name be struck off the list of those nominated for the Committee of Management. He and Mr. Samuel Vila were the candidates for rear-commodore and the latter was elected by acclamation. The full list is :

Commodore—Guy R. Judd.  
Vice-Commodore—John Lennox  
Rear-Commodore—Samuel Vila.  
Honorary-Treasurer—Thos. Upton.  
Committee of Management—S. S. Battey,  
R. A. Milne, Geo. W. Raw, Geo. W. Robinson, John A. Turner.

There were 30 club races held, in which 120 boats took part. The competition in the smaller classes, owing to the encouragement which has been given by the Committee for some years past to these boats, was particularly keen.

## Hamilton Rowing Club Meeting.

At the annual meeting of the Hamilton Rowing Club much interest was shown in the club's affairs. The reports presented showed the organization to be in good shape. The following officers were elected :

Honorary President—J. W. Lamoreaux.  
Honorary Vice-President—J. R. Hobson.

President—R. Tasker Steele.  
Vice-President—Don M. Cameron.  
Captain—E. Hogg.  
Secretary—R. Sloane.  
Treasurer F. B. Griffith.

Committee—B. O. Hooper, A. McKenzie, Charles Pilgrim, J. Mahony, Norman J. Boyd, A. J. Taylor and J. Coltson.

After the election a general discussion took place in regard to aquatic affairs. It was agreed that the prospects for rowing next season are better than they have been for many years. The club will have a new working boat built and the club house will be at the old street railway power house at the foot of James Street.

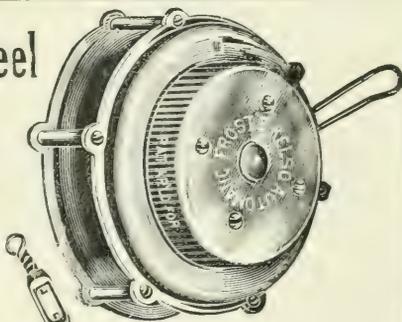
## The Single Candidates.

As matters stand now the men in training

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# Frost's Improved Kelso Automatic Reel

Capacity 100 yards. Case of aluminum, satin finished, steel bearings, only 7½ ounces. It is both light and strong. With ordinary care it should last a lifetime. Can use on rod either above or below hand. **Guaranteed.** Price \$5.00. If your dealer cannot supply you, send his name and address to us, and we will fill your order through him. The "KELSO" brand LINES, REELS, RODS, LEADERS, FLIES and HOOKS are as good as can be made.



**Manufacturing and Jobbing. Fishing Tackle is Our Business Exclusively. Headquarters for Everything Required by Anglers. Catalogues to the trade only.**

## KELSO PEARL BAIT.

Something New in Artificial Lures.



This bait is made from pearl and the right shape is selected to make the pearl spin perfectly. This is one of the most killing lures ever put on the market, and there is something about the glitter of the pearl in the water that is much more attractive to game fish than any metal. If you have not seen them send for samples and prices. We have all sizes from the smallest bass spinner to the 3¼ inch Muskalonge size.

**H. J. FROST & CO.,**

**90 Chambers Street,**

**NEW YORK.**

for the honor of representing Canada in the single sculls at the Olympic Regatta are Lou Scholes of the Toronto Rowing Club, the winner of the Diamond Sculls; Jimmy Cosgrave, the Argonaut intermediate sculler; Walter Bowler, of the Don Rowing Club, Toronto, last year's winner at the Canadian Henley; Jack Coltson of Hamilton, and O'Neil, the St. John. N.B. man. The field is not any too classy. The feeling is abroad that Scholes cannot round into shape and O'Neil is not good enough. Coltson is a veteran. He was good once, but today—well, people don't think he will do. Cosgrave can row some, but he is a "don't care a continental" sculler. Bowler looks like the class of the bunch and with good coaching he should be knocking on the door in the trials and if he crosses the water there is one thing he will do—row till he drops out of the boat while there is a man ahead of him.

### Royal Vancouver Yacht Club.

Formal announcement has been made of the appointment of Mr. John W. Morton of Vancouver as the paid secretary and business manager of the Royal Vancouver Yacht club.

As the largest club of its kind on the Pacific coast, the R.V.Y.C. officials have found it necessary to have someone to devote his entire time to the business management of the club. The newly appointed management committee decided at its first session after the annual meeting that such an official was necessary and Mr. Morton was elected to fill the position.

With the appointment of Mr. Morton all the multitudinous details of regattas, races, cruises and the care of the clubhouse and fleet will be properly attended to.

### The Argos Annual.

The annual meeting of the Argonaut Rowing Club at Toronto, reached fever heat when the showing of their crack junior eight and four was referred to. This crew stroked by Jeffrey Taylor, cleaned up everything at St. Catharines and then went on and won the International at Philadelphia. Taylor also strokes the four, the other members being Riddy, Davidson and Balfour, which is without doubt, the fastest crew either in the fours or the eights, that ever represented the Argonauts, and today is the fastest in America. The eight and the four will be

CRUISING AND RACING  
**GASOLINE LAUNCHES**  
 FULLY EQUIPPED



A VARIETY OF STYLES IN STOCK  
 FROM 16 to 35 ft. IN LENGTH.

## Special Light Motor Boats

FOR HUNTING AND FISHING

Hulls furnished, caulked, puttied and painted ready for interior fittings.

Knock Down Frames, Frame and Plank Patterns.

Second Hand Launches.

Send for Catalog

# Robertson Bros.

Yards and Launch Works

Foot of Bay St.,

HAMILTON, CANADA.

sent to England this year, where they are bound to uphold the honor of Canada. Toms and Jackes will also be sent to represent the Argonauts in the doubles. The candidates have been practising hard on the rowing machines ever since Christmas.

The C.A.A.U. trouble with the Rugby Club was also brought up, but nothing was given out for publication.

The following officers were elected :

Hon. president—R. McKay.

President—A. L. Eastmure.

Vice-president—J. P. Murray.

Second Vice-President — Lieut.-Col. Greville Harstone.

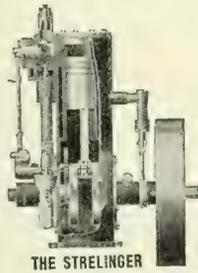
Captain—Joe Wright.

Vice-captain—S. S. M. Smith.

Hon. secretary—H. A. McDougal.

Committee—W. G. Greer, T. E. Boyd, Walter Harris, A. L. Bigley, F.H. Thompson, W. H. Greer, H. L. Hoyle, W. R. Watson.

Engines run by kerosene oil instead of gasolene or steam power have undoubtedly a great future before them. One of the most successful of these engines is the Remington Kerosene oil engine which is being placed on the market by Messrs. Dinning and Eckenstein, 503-4 Merchants Bank Building, Montreal. Many claims of superiority are made for this engine and while special stress is laid upon economy of working and simplicity of action, realibility is not forgotten. In the latter point it is compared to the steam engine, inasmuch as it can run ten hours a day month in and month out without repairs or delays. The consumption of oil is only two-thirds of an Imperial pint per horse power per hour, and therefore a ten horse power engine will consume a total of eight and one-third imperial gallons per day at a maximum of fourteen cents per gallon or a total cost of \$1.17, figuring a straight run of ten hours. This cost is about two-thirds less than gasolene and about one half less than steam, while as compared with the latter there are also considerable savings in space, labour

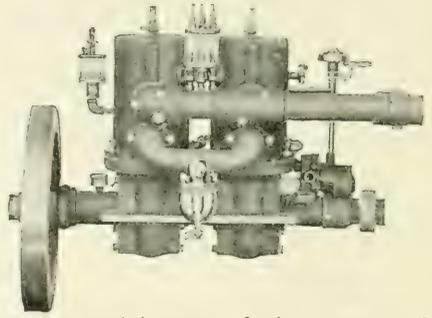


and wages. Further, as compared with gasolene there are no ignition troubles. The engine starts easily, the ignition being by hot surface, and once started it requires no further attention until it is shut down. The principle upon which the engine works produces a long continued low pressure on the piston as in a steam engine instead of a sharp high explosive pressure common to the gasolene engine. The oil is atomized into the compressed air, when the piston has nearly reached its highest point, is gassified, and instantly ignited by coming in contact with the hot plug or firing pin. The oil continues to flow into the cylinder after the first particles become ignited, causing a long slow combustion of the fuel, producing a long continued pressure on the piston. The oil is atomized into the combustion chamber by a pump which is under control of the governor and at the same time under complete control of the operator and can be slowed down wherever required. All adjustments are made at the factory and what the operator has to do is to start the engine according to directions, leaving it alone until it is desired to slow down or stop. This system produces a smooth running engine and does away with carbonizing of the cylinder. One of the strong features of the engine is the perfect accessibility of all parts, which means a great deal in case of trouble. A power-feed oiler in which there is a separate pump for each bearing is furnished with all engines. The lubricator is automatic and positive while at the same time it is economical and easily looked after. With the merits possessed by the engine its cost by the end of the year is brought far below the total cost of the average steam, gas or gasolene engine. The Standard Oil Company have purchased two of these engines for service in one of their seventy foot tank boats, preference being given to the Remington over all other makes due to its superiority.

**The Outlook.**

Now is the time of unrest around the yacht, canoe and rowing club and the boat builders, especially the motor boat firms, are not sleeping the sleep of the just. The sharp reaction in the stock

market, the stringency in money and the dullness in all kinds of manufacturing and business is always first felt by the man whose business is founded on the avenues of pleasure. Curtail a man's revenue and he immediately lops off his pleasure to meet the contingency. So the man whose trade and business depends upon aquatic sport is the first to feel it. Aquatic sport demands more outlay and yields less recompense in money and other return—if you except health—than any sport, therefore, it is the first to suffer from a reverse. However, the men interested have been studying the situation closely and while there will be fewer sales of the more expensive class of boats they say that trade in the smaller motor boats and sailing crafts will not be much affected. The situation applies all over Canada. In Toronto there will be a number of yachts of the larger class out of commission this season because of this financial stringency but the motor boat builders are turning out just as many launches of the smaller size and the same is true all over the country. Canoeing and rowing are sports that will boom this summer. Both are comparatively cheap sports, and therefore, will not feel the effect of the closeness in the money market. Rowing is taking a tremendous boom, owing chiefly to the grand showing of the Canadian Clubs last season and there is more rivalry than ever between the paddling men.



The new models are of the two cycle, three port design and are constructed throughout of the best guaranteed materials. They are simple, strong, positive and reliable and their efficiency has been proved by actual experience. Their extra long bearings, interchangeable bushings, water jacketed exhaust, and perfect lubrication are strong features in their favor. The firm claims that their production is the simplest, strongest and most durable marine engine ever put upon the market at the price.

Everyone who knows anything of canoeing in Canada is well aware of the merits of "Dean" canoes. He cannot, even if he wishes, remain in ignorance on that head seeing that the "Dean" canoes hold so many championships. Reginald Blomfield, champion of America, winner of sixty first prizes in two seasons, (no seconds) believes the "Dean" canoe in which he won these successes to be the fastest he ever used. While these canoes are built in all sizes from singles up to war canoes, each one is made both light and durable. The finish in some of the finest and prettiest hard woods make a fine appearance though no strength is sacrificed. Camp canoes, Klondike canoes for surveyors and prospectors, sectional canoes and shooting punts, and all their accessories and fittings are made by Walter Dean, Toronto, whose name has become a household word amongst canoeists. Launches, dinghies, rowboats and cruisers are also included in the productions of Mr. Dean's yard. The "Sunnyside cruiser," which is steady, easy to paddle, seaworthy and very light is one of the latest of the Dean productions and is a remarkable boat. So much good work has been done in the past by

Marine engines are in increasing demand in Canada and naturally every boat owner wishes to possess a good one. Those in search of such an engine may be confidently recommended to send for the 1908 catalogue issued by the Smith and Baldrige Machine Company, of Detroit Mich., which gives details of their engines. The success of this firm with their single cylinder motor was so pronounced as to necessitate the installation of further machinery and an increase in the size of their already large plant for the purpose of building two, three and four cylinder engines. In these new motors Messrs Smith and Baldrige have incorporated the same meritorious principles that have given such wide spread popularity to their six horse power engine.

Mr. Dean, whose boats are in high favor wherever tried, that it is certain he will continue to produce boats which shall carry their crews to victory. It has become a proverb to be sure of excellence when one is told that the canoe in which one may be interested is a "Dean," No better recommendation is needed.

After a long and trying winter, boating men are full of enthusiasm for the sport they love so well and which gives them such full meed of pleasure. The lakes and rivers of Canada are so extensive that boating here, large as is the indulgence in this sport, is but in its infancy as contrasted with its future possibilities and developments. Very little is required in many cases to connect long stretches of waterways and to allow voyages which will add to the delights of those which can now be taken. In all these developments Messrs. Robertson Brothers, Ship-builders, Hamilton Ont, may be trusted to keep pace. The variety of this firm's work, its general excellence, the determination to secure strength while maintaining comfort and seaworthiness, have all combined to make their reputation of the highest amongst boating men. Their preparations for meeting the wishes of all parties during 1908 will increase their good name for they make it clear that all who wish for a fine boat for this season can obtain it from them. They design and build their own high speed and cruising gasolene launches, sail and steam yachts while they are equally prepared to supply small boats or big fishing tugs. A yard with such resources at command possess great advantages in supplying all possible wishes of the boating man. The smallest launch or the largest yacht afloat on the lakes, whether propelled by sail or motor or both, will be estimated upon by Messrs. Robertson; and the customer can feel complete confidence in placing his order with them, knowing that they will be keen to maintain a reputation that has been hardy won. The number of Robertson boats on the lakes and their performances give the best of evidence that the claims made by this firm are all substantial. Their new catalogue for the present year is one every boatman ought to see and they will agree

# Launch Fittings

BRASS AND GALVANIZED IRON

Compasses	Lamps
Flags	Life Preservers
Fenders	Oiled Clothing

## John Leckie

Limited

75 Wellington St. West, Toronto.

after studying it that Hamilton is a splendid boat-building centre, as it is likewise a notable place for many other productions.

Prospects at St. John, N. B.

Everything is booming at St. John N. B. and although the greatest additions are promised amongst the power boats there will also be seen new boats amongst the white winged fleet. Amongst these additions are a new power boat 32 feet long, equipped with a 30 horse power engine for Mr. Fred A. Dykeman; a gasolene launch of the latest model for Harold Allison and Chester Gaudy, and a gasolene launch for Stanley Emmerson. There are promises of other additions and altogether the boating men of St. John are looking forward to a busy season. The orders in hand are sufficient to keep local firms busy for some time and before they are finished there will certainly be others to keep things going. The Spring rush this year appears as though it would equal, if not surpass, that of previous years and all St. John seems anxious to get upon the water.

Canadian canoes have been brought up to a high state of perfection and all who have had experience with the Chestnut canoes will not hesitate to accord a foremost position to the productions of that firm. Throughout the length and breadth of Canada, and still further afield, their well known canvas covered productions have gone carrying with them guarantees that have in all cases been fulfilled. The strength and reliability of these canoes have to be tested before they can be realized. Not only are they light but they are stronger and will stand harder service than wooden canoes while they are absolutely watertight and comfortable. The merits of these canoes have led to a great increase in the output and consequently in the firm's facilities for supplying numerous accessories, adding to the pleasure of the sportsman. The entire framework of these canoes is covered with one seamless sheet of specially woven canvas, which being specially prepared, dries out as hard as stone and will rub off almost any rock without damage. Many improvements have been made in these canoes and in addition to the ordinary models the pleasure and cruising, the sponson or family canoe, which gives safety however used; the freight canoe, with light weight, tremendous strength and great carrying capacity; and the latest of all, the motor canoe are now manufactured by them. Speed is not aimed at in the motor canoe, which is fitted with air chambers and cannot sink; but comfort and safety are the main considerations. This development of the canoe is exceedingly interesting and on many Canadian waterways such a canoe can be used for long voyages. A spray hood, which is waterproof, is

shown in their latest catalogue and would enable canoeists to sleep in their canoes with comfort, let rains descend as they might. Altogether the latest catalogue issued by the firm is one which all canoeists ought to see, and a postal containing a request for the same addressed to Messrs. Chestnut Bros., Fredericton, N. B., mentioning "Rod and Gun and Motor Sports in Canada will bring one by return mail.

In these days motor is a word of much meaning. Great skill, ability and enterprise have been expended in perfecting motors and now they appear as though the stage when further improvements are no longer possible had almost been reached. Among the first rank of automobile and marine engines are those manufactured by Messrs. Miller Bros., 4039 Prairie Avenue, Chicago. These are made in various horse power, water or air cooled, but all effective and calculated to do the finest of service to their possessors. The firm guarantee both material and workmanship and offer to replace free any defective parts, unless repairs are rendered necessary through improper use or neglect. This confidence on the part of those who know the motors best is calculated to give confidence to purchasers and users, and lead to the investigation of these claims, which is all that Miller Brothers ask. They have a fine catalogue which they will send to all interested readers who will forward them a postal requesting the same and mentioning "Rod and Gun and Motor Sports in Canada."

#### London's New Club.

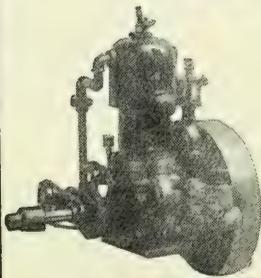
London has a new aquatic organization, the Thames Boat Club, a motoring, rowing and paddling association and the officers of 1908 are:

Honorary President—Hon. Adam Beck.  
 Hon. Vice-President—J. W. Little.  
 President—John Collison.  
 Vice-President—P. W. Young.  
 Secretary-Treasurer—Arthur H. Keene.  
 Executive—Wm. Thorn, C. H. Jones,  
 P. J. Watt, Gordon McLaren.

The club has over two score motor boats. The river affords a four mile run of clear water. Regattas will be held this summer.

## MARINE

nd  
 Stationary  
 Gasoline  
 Engines



Two and Four Cycle  
 From 2 to 20 H. P.

**JOHN DOHERTY, Sarnia, Ont.**

**Invader May be Sold.**

There is still a possibility that the old Invader, the 1901 winner of Canada's Cup may go to Chicago as negotiations are still going on with the Chicago Yacht Club people.

Troubles with engines are not unknown to the owners of powerboats and when one promises them relief from such troubles in addition to efficiency in other directions they would indeed be foolish not to investigate. As one gratified user calls it the "trouble-less" engine is the open crank case two cycle motor made by the Palmer-Moore Company of Syracuse N. Y. Great stress is laid on the open base construction which as found in the Moore motors is vital to the principle. The makers have from personal experience designed an engine combining the simplicity of the two cycle type with the realibility of the four cycle one, and at the same time eliminating the drawbacks of both, claim to have gone a very long stage in the direction of perfection. Higher pressures are gained, the Moore motors showing twelve pounds base pressure against the regular type of from four to six pounds. Greater power combined with economy is assured and back-firing is rendered impossible. Quicker ignition, easy starting with perfect control and instant accessibility are valuable features, while with less vibration the perfect simplicity and realibility of a steam engine is gained. The best of materials are used in construction and all parts are interchangeable. Great attention is paid to the piston rings and crank shafts and the connecting rods are made of the best bearing bronze. The bearings are large in order to insure long service. The cylinders and heads are cast separately in order to give easy access to all parts. Moore pistons will wear indefinitely as they must always travel true in the cylinders and all side thrusts from the connecting rods are taken by the crossheads. The pump is of the rotary type and absolutely dependable and accessible. It is made entirely of bronze and as the piping and check valves are of brass every Moore motor can be used in salt water without special fittings. Thorough water circulation is provided for, while the ports allow the burnt gasses to escape without wasting any of the new charge.

Lubrication is perfect, while for ignition the "jump" spark system is used. The motors are reversible, will show by test more power than they are rated at, and are tested for the hardest kind of daily service. These are strong claims but many satisfied users say that every one can be made good.

There is no doubt but what acetylene gas will be universally used for illumination on motor boats. Heretofore the generators have been such that it has not been possible or convenient to install this system of lighting on small craft. Now however, owing to a recent invention controlled by the 20th Century Mfg. Co. it is possible to use a generator which makes this system ideal in every respect. The generator occupies very little space and any water, fresh or salt, is satisfactory for production. The water supply is taken automatically from, and discharges residue to, outside of boat. The gas can be used for search light, head, port or starboard lights, for illuminating below deck and for cooking and heating. The gas is absolutely safe and the light is brilliant and agreeable to the eye. These generators are made in all sizes. The smallest is 5 x 23 inches and weighs 55 pounds, whereas there is no limit to the size which may be built to accomodate the largest boats. The 20th Century Mfg. Co. of Warren St., New York are equipping many boats for the coming season and will take pleasure in furnishing complete information and data concerning this system. In addition to its use on boats it can be used for the lighting of houses, hotels, streets etc. by installing the generator on a float or in small building on water's edge.

**WE** GUARANTEE to increase the speed of your boat 1 to 3 miles per hour. There are no restrictions nor strings whatever on this proposition.

By years of experimenting we have found that a propellor with blades of a differential pitch and a concave curve from the hub to the outside of blade will hold the water the whole length of blade which lessens the slip more than any other design of wheels, thereby increasing the speed of any launch.

We also make all kinds of bronze trimmings, etanchions, etc., and fog bells at lowest prices.

**BRYANT & BERRY CO.**

34 WEST ATWATER ST.

DETROIT, MICH.

# Alpine Club Notes.

The President, (Mr. A. O. Wheeler, F. R. G. S. has had the misfortune during the last month to suffer the loss of his mother. Scarcely had he returned from his visit to England, and got well into harness again, than he was recalled east to attend his mother's sick bed. Before he could reach Ottawa Mrs. Wheeler had passed away and he proceeded on to Collingwood to attend the funeral. In consequence of this family affliction, in which Mr. Wheeler will have the sympathy of every member of the Club, the article, descriptive of the President's English visit promised for the present number, has had to be left over for the May issue, in which it will occupy a prominent place. Under the circumstances we are sure every reader will excuse the fulfillment of a promise, the full fruition of which is only deferred.

## Art Competition.

The second yearly Art Competition will be held during the Club's Annual Meet, commencing the first week in July, 1908, at the summit of the Rogers pass in the Selkirk range.

## Terms of Competition.

### Class 1. Alpine Scene.

Each Exhibit will consist of three photographs. While not restricted as to size, all three must be uniform as to prints and size of mounts.

### Class 2. Botanical. Only mountain species are eligible.

Each exhibit will consist of four photographs. While not restricted as to size, all four must be uniform as to prints and size of mounts.

### Class 3. Oil Paintings. Alpine Scene.

Each exhibit will consist of one painting, to be returned to the owner at the close of the exhibit.

### Class 4. Water Colors. Alpine scenes.

Each exhibit will consist of two paintings, to be returned to the owner at the close of the exhibit.

### Class 5. Etchings or Pen and Ink Sketches, Alpine Scenes.

Each exhibit will consist of two drawings, to be returned to the owner at the close of the exhibit.

Photographs previously exhibited are not eligible.

The Competition is open to all members of the Club except professional photographers.

In the case of classes one and two the exhibits will become the property of the Club.

One prize will be given in each class. A list of prizes will be published later in the club's organ "Rod and Gun in Canada."

An alpine scene may be defined as follows: A mountain landscape, which by containing one or more features, such as forest, river, lake, waterfall, icefall, etc., *must* contain a snow-bearing mountain as a central feature.

All exhibits must be in the hands of the Committee not later than the 15th of June 1908.

Exhibits should be sent to the undersigned.

Arthur O. Wheeler, F. R. G. S.

P. O. Box 167,  
Calgary, Alberta,  
Canada.

Ingenious contrivances for the benefit of sportsmen are constantly being invented and one which will commend itself to fishermen with the strongest force is the Anticussin hook holder. The great advantages of this holder include its non-corroding qualities which absolutely prevents rusting of hooks, places the whole collection at once before the eyes of the fisherman, keeps the snells free

from snarls and enables hooks to be changed in the shortest possible time with perfect ease. The holder also permits the fish hooks to be carried in the waist coat pocket, and being as effective as it is simple adds much to the efficiency as well as to the pleasures of the fisherman. The Sportsman's Specialty Company, 1377 North Clark Street, Chicago, Ill., are the manufacturers.

# Food Sense and Cents



If you mix brains with your eating, you will be interested in the cost and nutritive value of food.

Two Shredded Wheat Biscuits with a pint of milk (hot milk in winter) will furnish energy for work or play, for the indoor man or the outdoor man—at a total cost of five cents. Add to this a little fruit and cream and you have a wholesome, nourishing meal, rich in the elements that make muscle, bone and brain—at a cost of less than ten cents.

Try it for a few mornings (cut out meat and eggs) and notice how much more physical energy and mental vigor you can put into the day's work. And with it comes good digestion—stomach comfort and satisfaction.



Shredded Wheat is made of the choicest white wheat that grows—is cleaned, steam-cooked, shredded and baked in the finest and cleanest food factory in the world. If you like the BISCUIT for breakfast you will like toasted TRISCUIT (the Shredded Wheat Wafer) for luncheon or other meals. It is delicious with butter, cheese or marmalades.

*Our new and handsomely illustrated Cook Book is sent free for the asking.*

**"It's All in the Shreds."**

TORONTO OFFICE, 32 Church St.

THE CANADIAN SHREDDED WHEAT CO. Ltd.,

Niagara Falls, Ont.

827

# OUR MEDICINE BAG

It is reported from Ottawa that an agreement has been arrived at between Canada and the United States respecting the international waters between the two countries. This agreement is stated to incude the whole of such waterways from the Atlantic to the Pacific. If there is any truth in this matter some very vexed questions will have received solution and the exact wording of the agreement will be awaited with much interest. It has at last come to be recognized that international agreement is in the interests of both countries and without such agreement any efforts in favor of more efficient fish protection by either country are largely thrown away. The agreement is stated to be the work of Ambassador Bryce who has had the advantage of consultations throughout with the members of the Canadian government. The news will be received with pleasure on both sides of the line and it is to be hoped that no trifling objections may interfere with its ratifications.

The sportsmen of Hastings county are organizing a wolf hunt and hope to be able to obtain some trophies. They think they have located some places where the wolves are plentiful and will do with thinning and mean to make a strong effort to achieve success. They are hopeful likewise of making this hunt an annual affair and would like to hear from surrounding sportsmen, particularly good shots, who would like to join them. The Secretary-Treasurer is B. J. McKerracher, Madoc, Ont.

A case, which has caused widespread interest, has been tried before Judge St. Julian at Hull, Que. The firm of Messrs. Revillon Freres, who have now many Posts in the north country, were charged with the illegal possession of

four hundred and four beaver skins. The furs were seized by Game Warden Page at Maniwaki. For the defence it was argued that under treaties made with the Indians by the Dominion government they can trap animals and sell skins throughout the year and the whole of the beaver skins were purchased from Indians. The Judge took time to consider his decision and ultimately confiscated the skins, valued at \$1,800, and mulcted the defendants in costs amounting to \$172. The Company have given notice of appeal and if successful it would appear as if all Provincial protective legislation would be over-ridden. The importance of such a defence is not easily exaggerated and if successful it must reopen the whole Indian question which has lately caused considerable discussion throughout Canada.

In our February number appeared a paragraph relating to the case of William Overland, of Sault Ste. Marie, who was charged with killing a cow moose in the township of Pennyfather. Game Inspector T. A. Hand busied himself with bringing the offence home to Overland and met with such success that he finally secured him and fined him thirty dollars and eight dollars costs—a pretty dear cow moose for the offender. At the time we wrote the paragraph Overland had not been captured and the sequel to the story now appears. It is a sequel which shows that the Game Inspector at Sault Ste. Marie is active in the cause in which he is engaged.

A correspondent, who says he has hunted in all parts of the Province for the last fifty-five years and never used a dog, writes strongly in favor of the abolition of dogs in deer hunting. Such a long experience surely entitles him to an opinion on the subject though he admits he knows only one side. He is probably

such an expert hunter that he never finds the slightest difficulty in getting his quota and it is easy to understand his impatience with those less skillful than himself.

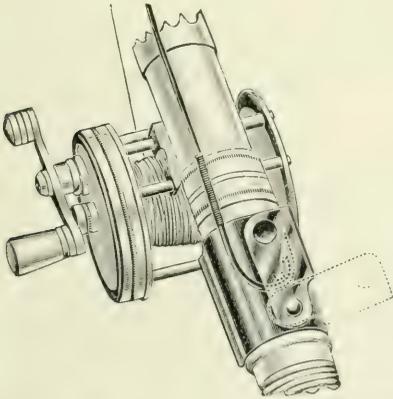
It is reported that President Roosevelt is seriously considering an invitation to take a hunting trip in the Canadian woods north of Sault Ste. Marie at the expiration of his term of office. The arrangements for the trip are in a fair way for completion and include a long tramp after moose and bear. At various times other parts of Canada have been reported as favored by the President and the reports he has received from British Columbia have led him to look forward with high anticipations to a hunt in that much favored Province.

Experienced anglers, while immune to vexations of spirit in case of minor mishaps of daily occurrence, never fail to express strong feelings when the reel drops off the rod after a fish is hooked. Such an accident means so much to the angler's success and even his comfort that the invention of a hook holder and

with stamped bosses one of which carries the pivoted hook cover, and can be applied to the rod either above or below the reel as need demands. The ingenious inventor is Mr. Charles L. Sullivan, 617 Railway Exchange, Chicago, from whom the hook and reel guard can be obtained at the cost of thirty-five cents. The angler will see the position of the guard from the cut illustrating the invention and another will be found in the advertisement, giving prospective purchasers good views of its position and possibilities while experience will demonstrate its effectiveness and reliability.

A correspondent writing from Vancouver Island, informs us that the increased bounty on wolves and panthers recently made by the government of British Columbia is having an excellent effect throughout the island. One man in the Alberni district is reported to have killed ninety wolves and another well known hunter in the Comox Valley has done almost as well with panthers.

The members of the Game Protective Association of Saskatchewan are taking steps not only to protect the existing big game of the Province but to add to their number and interest. They have suggested to the Minister of the Interior that some of the buffalo recently purchased by the Canadian Government from the United States and placed in the Elk Island Park, near Edmonton, should be transferred to Moose Mountain timber reserve in their own Province. This reserve they contend, would, if fenced in, make almost an ideal reserve for a small herd of buffalo, and other big game animals might also with advantage be preserved there. The Association is likewise urging upon the Dominion and Provincial Governments the advisability of prohibiting the killing of game or the carrying of firearms within the forest reserves, thus making these reserves a sanctuary and breeding ground for game. Altogether game preservation is a live issue in Saskatchewan and we are glad to recognize that fact. The memorial addressed to the Hon. Frank Oliver, Minister of the Interior, is as follows:



reel guard which positively prevents them, while locking the reel band beyond all possibility of slipping, should cause them to bless the name of the inventor. Like all effective inventions it is a simple little device and does its work thoroughly, whether charged with the safe-keeping of a single hook of a number and will not injure the most delicate or artificial flies. It consists of a nickle plated spring band

**A & F Co.****FISHING  
TACKLE**

## Going Fishing?

Select your outfit from our large assortment of the

## Best Fishing Tackle Made

We gladly furnish information, and invite correspondence.

**Complete Outfits for Exploring,  
Camping, Hunting and Fishing.**

*Write Dept. F for our*

## Complete Catalogue

**ABERCROMBIE & FITCH CO.**

57 Reade Street, one door from Broadway  
NEW YORK, U.S.A.

“Sir—Whereas: The Government of the Dominion of Canada has recently purchased a large herd of Buffalo and

Whereas, The plains of the Province of Saskatchewan were formerly the centre of the range of the buffalo in Canada and

Whereas, There is not now a living buffalo within this Province.

This Association hereby, in conformity with a resolution passed, petition the Dominion Government to locate a portion of the aforesaid herd on such land or lands within this Province as may be suitable and to reserve such lands permanently for game preservation and park purposes.

Yours Faithfully,

The Saskatchewan Game Protective Association,

Per W. M. VANVALKENBURG,

Sec.-Treas.”

When frogs are used for bait the best method for hooking gives rise to endless controversy. Like every other work there is a right and a wrong way about performing a comparatively simple oper-

ation, although success often depends upon the course followed. The “White City” hook leads one to do the work right and so many anglers have discovered the efficiency of the new hook that they have adopted it. By its means the frog is hooked through the lips by the small hook, the larger one being in position, point uppermost between the frog’s hind legs. The small hook has a weed guard but there is no need of one for the other, as its point may be buried under the skin sufficient to shield it. The bait is wholly forward of the rear hook, so that a short striking fish such as pickerel are seldom missed—a strike at the frog meaning a strike at the hook. A glance at the illustration in our advertising pages will make the whole easily clear. As might have been expected the inventor is a practical angler of twenty years’ experience, and knows well the value of such assistance in fishing. The inventor of the device, who is also the sole manufacturer, Mr. F. B. McCurdy, 4014 State Street, Chicago, guarantees the hook, and the testimony of many pleased users prove its effectiveness.

The London branch of the Ontario Fish and Game Protective Association held a most successful annual meeting at the end of February under the presidency of Squire Chittick. The speakers included Mr. G. B. Harris, Mr. Montagu Smith, an ex-President of the Game Commission; Captain Tom Robinson, Mr. Marshal Graydon, Mr. T. G. Murphy, (who stated that on a visit with the Bisley team to the old country he shot a bird, was brought before a court martial and only escaped on account of ignorance of English Game Laws); Mr. B. C. McCann, Mr. J. W. Jones, Mr. Oliver Adams and Mr. A. Kelly Evans. The various addresses dealt very largely with fishery matters, and everyone agreed that there might be good fishing on the River Thames if nets were kept off. The excellent fishing that could be had a few years ago was referred to with regret and the belief that with care the old time plenty might be restored was urged with confidence. The excellent effects of the work of the branch and the untiring services of Mr. J. O. Weldon, the energetic honorary secretary, were dwelt upon and these testimonies received the hearty approval of the large gathering. The workingmen of London have joined the branch and their rights in the fisheries were strongly urged. Altogether the meeting was most successful and showed that the good cause is a live issue in the city of London.

An extraordinary story of a bell boy at the Hotel Tuller, Detroit, is told in the following paragraph: "He is the smallest man in Detroit and he knows what it is to be cheered by thousands, yet he is only a bell boy and goes unnoticed where once he was a popular hero in the eyes of lovers of the racing game. Willie Colman is his name, a name that resounded from the stands following the finish of many a close race in the days when he had more offers as a jockey than he could take care of, and now he is barred from occupying a place among the ranks of the jockeys because of a woman. It was while riding at New Orleans that the temptress came to him and he pulled a horse for the sake of that woman. He was fined and suspended for 15 years.

This meant that he could never ride again, so he proceeded to make the best of life, and after drifting about for some time was taken on by Manager Shaw of the Tuller hotel, Detroit, who saw in him the making of an expert bellboy. He has the blood of two nations in his veins, the French and the Japanese. When one meets him it is seen at once that he is a man of the world; his French blood shows itself in his manners while the Jap blood gives him alertness and energy. He has ridden for some famous racing men, among them Lord Breresford and Baron Mezituny, the Japanese nobleman, and has been mounted in France and Japan as well as America. He has a mania for crap shooting and was ruled out at Monte Carlo where he made an attempt to break the bank. He is 36 years old, weighs but 86 pounds and to look at him no one would think him more than a boy. Willie boasts of a wife who weighs in the neighborhood of 300 pounds and who lives in the aristocratic section of Beaubien street. "He is a good bell hop and always tries to please," says the manager. "He is certainly a strange type and the good and the bad qualities of two remarkable races are in him."

The careful fisherman always makes ready early, for he knows full well the value of having "first pick" from the dealer's stock. One sees here the difference between a fisherman and a man who goes a-fishing. The fisherman knows what he wants and plans the selection of his tackle equipment with loving care and all earnestness of purpose. The man who goes a-fishing is prone to put off the matter until the last minute, when he rushes to Mr. Dealer and says: "I'm going fishing—give me an outfit!" The difference is the fisherman who buys early gets what he wants; whereas, the man who goes a-fishing gets what the dealer gives him. Here is, of course, a situation where much depends upon the dealer, for he must know what the one is going to want, and what the other should have. In either case you will find it a pleasure to deal with the Abercrombie & Fitch Company, of 57 Reade St., New York. Here you will find the

# RAW

SHIP TO WE PAY ALL EXPRESS CHARGES  
**E. T. CARTER & Co.**

83-85 FRONT ST. E., TORONTO,  
 CANADA.

EXTRA SPECIAL PRICES FOR  
**LYNX, SPRING RATS & FOX**

THE LARGEST AND OLDEST  
**HIDE, WOOL, SKIN AND FUR**  
 HOUSE IN CANADA.

# FURS



**"No Fleas on Me"**

AM WASHED WITH

**'Standard'  
 Oil of Tar**

which is a Non-Poisonous Disinfectant, has a fine odor, perfect in its action, and is the best General Disinfectant on the market.

If your dealer cannot supply you send his name and one dollar for trial gallon tin to

**The West Chemical Co.**

125 Queen St. East

Toronto.

best selected stock in the country, carefully gathered from the world's most famous makers, and quality is always the first consideration.

The National Association of Scientific Angling Clubs, with headquarters at Chicago, has just issued their constitution, rules and events in an attractive little booklet. It is a careful compilation and has undoubtedly caused much anxious work to those members upon

whom fell the task of preparation. The N. A. S. A. C. embraces all the casting clubs in the States and has a membership of more than two thousand. The Association takes a wider field than that of fostering tournament casting, though that is its immediate concern, for committees are engaged in such work as standards of sportsmanship, legislation, protection and propagation—all matters of very direct and overwhelming concern to the angling fraternity. Copies of this little booklet can be obtained free by any one interested in fly and bait casting on application to Mr. H. E. Rice, Secretary, 225 South Peoria St., Chicago, Ill.

A good automatic reel, light but strong and effective is the desire of all anglers. Armed with such a reel their fishing excursions can scarcely fail of success. A reel combining in itself all these advantages is the Kelso Automatic Reel manufactured by H. J. Frost & Co., 90 Chambers Street, New York. This firm, by a new device, make the reel to hold all the line required while still keeping down the weight and size. The reel is automatic for one hundred and fifty feet of line, only weighs seven and a half ounces and if properly handled cannot get out of order. Friction relief at both ends does away with any danger of breaking the spring, while if a fish is hooked and the line run out beyond the capacity of the spring the spool keeps on revolving and the line continues to play out without injuring the spring. All springs are tested and guaranteed. The reel can be used on a rod with a steel seat above the hand as well as below and while desirable in brook trout fishing, where the line has to be lengthened and shortened for the purpose of fishing round brush, it is indispensable in fly fishing. If a fish is once hooked by an angler with a kelso reel he can never get any slack line if the finger is kept on the brake controller. The spring of the rod gives the fish no chance for slack line and the reel no opportunity of too tight a line—the latter giving him a chance of tearing the hook out of his mouth. The fish is always working against a spring, either the spring of the rod or the spring of the reel, or both. In playing a fish it is easy to get the desired tension on the

# IVER JOHNSON

## SAFETY AUTOMATIC REVOLVER

**1,600,000 NOW IN USE**

and every one of them shooting straight and hitting hard, but never firing before a finger pulls the trigger clear back—until you do this there is no connection between the hammer and the firing pin, so that you can

### Hammer the Hammer

with no fear of accidental discharge.

Send for our booklet, "Shots" which tells why. Our catalogue goes with it. It illustrates and tells why the Iver Johnson has gained and holds the title, "*the best all-round revolver.*"

#### Iver Johnson Safety Hammer Revolver

Richly nickeled, 22 cal. rim-fire or 32 cal. center-fire, 3-inch barrel, or 38 cal. center-fire, 3¼-inch barrel, **7.50**  
(Extra length barrel or blued finish at slight extra cost)

#### Iver Johnson Safety Hammerless Revolver

Richly nickeled, 32 cal. center-fire, 3-inch barrel, or 38 cal. center-fire, 3¼-inch barrel, **8.50**  
(Extra length barrel or blued finish at slight extra cost)

Sold by Hardware and Sporting Goods dealers everywhere, or sent prepaid on receipt of price if dealer will not supply. Look for the owl's head on the grip and our name on the barrel.

#### IVER JOHNSON'S ARMS AND CYCLE WORKS

157 River Street, Fitchburg, Mass.

New York: 95 Chambers Street

San Francisco: Phil. B. Bekeart Co., 717 Market St.

Hamburg, Germany: Pickhuben 4.

London, England: 13 Callum Street, E. O.

Iver Johnson Single Barrel Shotguns and Truss Bridge Bicycles

**Accidental Discharge Impossible.**



**Hammer the Hammer**



**Accidental Discharge Impossible**

line by the spring. For a light tension the spring must be nearly down; for a stiff heavy tension keep the reel wound up tight or nearly so. The price of the reel is \$5 each and every angler who tries them will consider that amount well laid out.

The other day William Beach and wife, who are said to have been the first white settlers east of Churchill River, arrived at Gimli, Man., after travelling eleven hundred miles by dog train. Beach is a Hudson Bay courier and was twenty-three days late, owing to delays caused by open water on the Nelson River.

Experienced sportsmen are always particular as to their outfit knowing well that oftentimes their lives, and at all times their comfort depend upon its reliability and excellence. In no department is this assertion stronger than in

that concerning footgear. If an army marches on its stomach, the success of a sportsman depends often enough upon comfortable and easy locomotion. A pair of boots made just to suit the sportsman's requirements are articles whose value it is not easy to over estimate and sportsmen of experience need not be told of the absolute necessity for care under this head. The Witchell-Sheill Company, of Detroit, Mich., devote themselves to making boots of this character and with their experience and knowledge of sportsmen's requirements they have obtained great success. The Witchell-Sheill boots are well known and highly appreciated by sportsmen who have used them. For a good illustration of this fact we quote from a letter written by a Nova Scotian sportsman who received a pair of these boots through the Magazine. "The boots came along by express and were delivered today. They certainly were a surprise. The Witch Elk ad. read right and I expected to get a pretty fair pair



A 71 lb. Catch.

## FAMOUS Nipigon River

**Finest Brook Trout  
on the Continent.**

We carry a complete line of  
Tourists Supplies, including  
Canoes and Camp Equipment.

For further information write for Pamphlet with Map of River and Lake free of charge.

**Revillon Bros., Ltd.**

(Established 1723.)

NIPIGON, ONTARIO.

of boots, but honestly I had no anticipation the goods were of such quality and workmanship. They are the "best ever" all right. They sent the natural finish, almost a cream drab, and I like the shade well. But it's the finish and quality that takes my eye. My hunting mate, is greatly taken with the boots and will not be satisfied till he also has a pair."

The members of the Engineering Club, of Toronto, have discussed re-forestation with special reference to its effect on rivers. Mr. Breithaupt, of Berlin, Ont., drew special attention to the case of the Grand River where much valuable water power has been lost owing to the cutting down of the forests at the headwaters. He advocated a re-forestation at the headwaters of all rivers in Old Ontario stating that such a course would ensure an even flow of water throughout the year and make the rivers of a far greater commercial value. Several speakers advocated a policy of government encouragement of reforestation. Mr. S. Dillon Mills urged upon the Government the sending out of topographical surveyors to trace the basins of rivers and value the lands most important in relation to the streams. The required sections could thus be made public domains

and reforested.

After spending forty-one years in the service of the Hudson Bay Company and reaching the position of Chief Trader with jurisdiction extending from Fort Smith to Fort Macpherson, away in the Arctic Circle, Thomas Anderson was making his way out in order to retire when he died at Fort Chippewyan. He was widely known amongst the older officials of the Company.

An important appointment of a new general manager has been made by the Savage Arms Company—Mr. Theodore D. W. Moore, who has spent almost his entire active life in the gun and ammunition business, having received this position. For upwards of a quarter of a century Mr. Moore has held high appointments in gun and ammunition works, having rendered most excellent service as manager of the Remington Arms Company plant. The large concern of the Savage Arms Company at Utica, N. Y., employing over four hundred highly skilled artisans at high wages renders Mr. Moore's new position one of heavy responsibilities. During all the time of depression the Savage

Arms Company has been running on full schedule, which speaks very highly for its productions and for the estimation in which they are held, far and near. A new automatic pistol is to be turned out almost immediately and arrangements are being perfected for turning out this new arm in large numbers. During the time Mr. Moore was manager of the Remington works three new guns of improved type were placed upon the market and owing to his skill and general knowledge of the markets success was achieved in each case. It is believed that under his management—Mr. Moore being not only a gentleman of technical skill but also a progressive business man—the Savage Arms Company will not only maintain its high reputation for manufacturing reliable firearms but also extend still further their wonderfully successful business. Mr. W. J. Green while retiring as general manager in favor of Mr. Moore, will retain the position of Vice-President of the Company.

Two trappers named Tom and Patrick Murphy collected \$135 in wolf bounties at Port Arthur last month and told a curious tale. They stated that while in the woods near Silver Mountain visiting a line of traps they heard the baying of wolves. This caused them no uneasiness until they realized that the wolves were on their track, and when two shots failed to scare them off the men succeeded in mounting a tree just as the leaders made a snap at them. The two men were "treed" all night and with the thermometer below zero and no overcoats or food they passed the long hours most unpleasantly. With the morning light the wolves scattered but the men were desperate and managed to pick off nine of them. At any rate they presented sufficient evidence of the slaughter to enable them to collect the bounties.

Duck decoys give the duck hunter a good deal of thought before he is satisfied with his selection. He wishes his decoys to be as natural as they can be made, knowing full well that the more tractive they are the greater his

chances of success. The hunter who sees Perdew's hollow white pine decoys will find that these meet all his requirements. They are all hand made, well balanced and very light. The heads cannot be broken off and the beaks, made from straight grained wood, do not split off as is often the case with machine made decoys. They will turn right side up when thrown to a distance of from thirty to forty feet, which makes them ideal for setting out. The cord is fastened to the under side of the breast and the decoys float in the natural position breast to the wind. The glass eyes are chosen for their natural colors and sizes. The decoys are made in mallard, canvas-back, redhead, teal, bluebill and pintail and weigh only fourteen pounds to the dozen. The price per dozen is \$12 and the maker is Mr. C. H. Perdew Sr., Henry, Ill

A local branch of the Ontario Fish and Game Protective Association has been formed at Sault Ste. Marie following upon a visit of Mr. A. Kelly Evans, the honorary secretary at the headquarters at Toronto. The following gentlemen were elected as the first officers of the new branch: Honorary President, Mayor W. J. Thompson; President, W. H. Munro; Vice-President, C. A. Leany; Secretary-Treasurer, C. Fitzsimmons; Committee, N. McDougall, W. Detweller, C. Wallis, G. E. Richardson, Con. Knapp, R. G. Pratt, J. Hawkshaw, C. Kocot, R. Ellis.

## Maine Woods

is the name of a weekly newspaper that used to be local, but is now the fish and game authority for all North Maine. One whiff 5c, steady breeze all the year \$1.00. Send for a free sample copy to

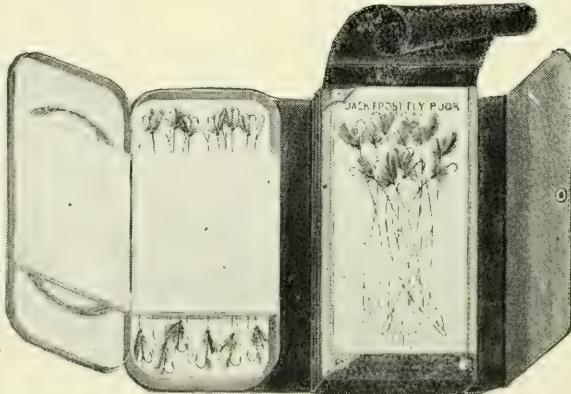
**MAINE WOODS,**  
PHILLIPS, MAINE.

Every sportsman is anxious to know the particulars of a new gun, and particularly if it is likely that the new weapon may suit him. The well known Marlin Firearms Company, of New Haven, Conn., have brought out a new model No. 24, 12 guage, take down, shot gun in which they have effected such improvements as long experience suggest and now claim it to be superior to anything of its kind upon the market. The model is certainly a beauty with its graceful outlines and perfect proportions. All the characteristic Marlin features are prominent and the gun is one with which quick shooting can be accomplished. In the action this new model has one-third less parts than any other make of repeating shot gun and the working parts engage with one another without intervening links or other complications. The makers claim that there is plenty of strength in every part and not a weak spot in the entire gun. A great improvement has been effected in the lock and with the use of the improved automatic recoil block the trigger can be held back and the gun fired just as the action can be worked, whilst the sportsman is fully protected against premature explosion and hang fires. The improved take down construction is particularly note-

worthy, and makes it the simplest, quickest and most effective take down yet manufactured. The new model is also described as the most perfect gun for all weathers and conditions. Its numerous excellences must commend it to sportsmen who want to use a gun that can be relied upon to be always in service, and can stand some rough usage. If three stamps are forwarded to the Marlin Company's headquarters at New Haven, Conn., a complete illustrated and descriptive catalogue containing full particulars of all their rifles and shot-guns will be forwarded to any of our readers interested in firearms if they will add to the above requirement a mention of "Rod and Gun and Motor Sports in Canada."

An Order in Council has been passed at Ottawa making the close season for bass in Ontario from April 15th to June 15th, both days inclusive, except in the St. Lawrence from Kingston to Prescott, where the close season shall be from April 15th to June 9th.

A very convenient device for anglers, which has been brought out in perfected form, is the Jack Frost Fly Book which appears in all its arrangements to meet the requirements of the most exacting angler. The fly book is made of seal skin with calf skin lining and has four removable transparent celluloid pockets, bound and fastened at one end in glove button style, and possesses a capacity for eight dozen flies and three dozen leaders. Attached to the book is an aluminum box with moistening pad for flies and leaders in separate divisions. This



combination folds up in a space of  $6\frac{1}{2} \times 3\frac{3}{4} \times 1$  in. deep and the weight is light. When in a stream in a hurry the angler does not want the trouble of having to dive into one pocket for flies, a second for fly soak pad and a third for leaders. With

the Jack Frost Fly Book all are to be found in a small package. Any of our fishermen readers desirous of trying this most effective aid in their fishing can procure same from their dealers. A trial will soon convince them of the merits of this ingenious and useful device.

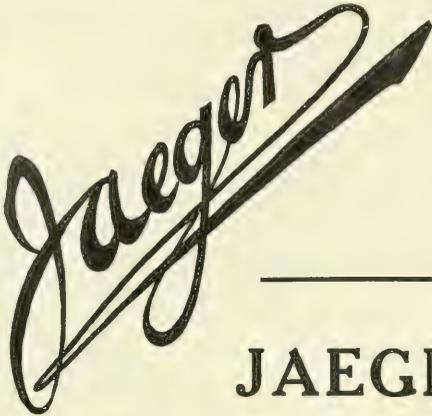
A peculiar grievance of the fishermen was brought to the attention of the Hon. Dr. Reaume recently when a deputation from Tobermory waited upon him. This place is situated on the boundary between Lake Huron proper and the Georgian Bay and the fishermen alleged that they have to pay two licenses in order to fish. It was promised that this grievance should be looked into and, if possible, a remedy found.

Steam tugs on Canadian lakes are coming into general use as every boating man knows. For this demand the Canadian Fairbanks Company are fully prepared. They have recently supplied a 55 foot steam tug to the Brampton Pulp and Paper Company for use on Lake Weedon and a 50 ft one, equipped with a 40 horse power Fairbanks-Morse Gasolene Engine to Messrs. Prouty & Miller, of Newport, Vt. for use on Lake Memphremagog.

The decisions of the Nova Scotian guides at their Yarmouth meeting (given at length in our last number) in favor of the protection of cow moose has given rise to some discussion in the provincial press. "Guide" advocated a protection for bulls on the ground that there are in the Province more cows than bulls, and argued that if this were done for a few years future profits would more than recoup present losses. Then "Game Warden" broke in claiming that nothing is needed but for the sporting public to fall in line with the guides who now realize the value of fish and game protective legislation. "If the public will only help to carry out the existing laws and not only obey them themselves but see that the small (though very active) minority who naturally disregard them are brought to book our game will in not only hold its own but even crease." Finally "Zoologist" wishes to see the cows protected for ten years just to see what will happen, he holding that this would only apply to the natives who kill for meat, the genuine sportsman "never killing a cow or a small bull." What about the other Provinces one may well ask? There is not much guidance

in these letters, and the decision of the guides in favor of protection for the cows at present holds the field.

All experienced fishermen know that they cannot be too careful in selecting and arranging their outfit. The success of their trip depends upon this care. When they are far away on the trout streams, deficiencies cannot easily be supplied and to return home unsuccessful is humiliating as well as detrimental to that calm serenity which should always distinguish the fisherman. If those who are now preparing their outfits will include some of the new "Coaxer" trout flies, they need not fear any untoward result to their fishing expedition. On the contrary, indeed, the "Coaxer" will bring them success. This fly has qualities which strongly recommends it. It is practically indestructible (over four hundred trout has been taken on a single fly), making it very economical; it keeps its shape, size and color; it floats in any current and always stays right side up, giving it the appearance of being alive and swimming. In the air it appears to be a fluttering insect. But best of all it has the peculiar qualities that are necessary to induce the big ones to strike. A truly remarkable fly, indeed, and one well worth investigating. A finely illustrated folder, showing the natural colors and describing the many advantages offered by this fly and containing likewise the experiences of fishermen who have used it, is issued by Mr. W. J. Jamison, the sole manufacturer, at 1274 Polk Street, Chicago, Ill. Particulars of other new baits and specialties of great service to fishermen are also given in a separate booklet, and the good qualities of the "Coaxer" bait and for bait casting for bass—a combination of artificial bait and fly and possessing all the good qualities of both are dwelt upon. If the fisherman goes armed with Mr. Jamison's specialties he will never know the word failure, because if there are any fish in the lake or stream he visits he will be able to lure them forth. These lures having been so successful elsewhere should certainly have a big demand in Canada. Write for his catalogue and



For Sportsmen,  
Campers, Motorists,  
Etc.

## JAEGER PURE WOOL WEAR



The Most Durable, Healthful, Comfortable and  
Economical Clothing for all Seasons.

Experienced campers have proved that one garment of Jaeger Pure Wool does the service of three garments of any other material. It is more serviceable and adaptable for outdoor or indoor wear.

Doctors and Physicians the world over endorse Jaeger Pure Wool as the best and safest **day and night wear** for every season.

Jaeger Pure Wool is the most valuable safeguard against **exposure** to the changes of weather and temperature that you and every other sportsman has experienced while "following the trail" with Rod and Gun. Jaeger Pure Wool Wear is a sure protection against chill. It is essential to every sportsman's kit.

The Jaeger Sleeping Bag, illustrated below, is the simplest, yet the most thoroughly comfortable device to use when camping, travelling or yachting. It is made of three layers of Camelhair fleece of which two, or only one, serves as covering according to temperature.

*Special Motoring and Camp Sweaters, Knitted Coats, Motor Ulsters, Flannel Shirts, Camelhair Fleece and Tartan Rugs for Camping, Tartan Coats for Ladies, Ladies' Knitted Norfolk and Golf Coats, Caps, etc.*

JAEGER



Sleeping Bag.

Write for a copy of our Illustrated Catalogue for sportsmen, and  
"Health Culture," 201 pages, cloth bound, free.

**DR. JAEGER'S CO., Limited,**

316 St. Catherine Street, W., Montreal.  
10 Adelaide Street, W., Toronto.  
286 Portage Avenue, Winnipeg.

mention "Rod and Gun and Motor Sports in Canada."

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A curious quarrel over the pelt of a fox is reported from Old Ontario. Two young men went out fox hunting and after a long trail they finally chased the animal under a farmer's barn and considered that he was as good as theirs. Just at that time the farmer came along, ordered them away, as trespasses, and captured the pelt himself. As a sequel the two hunters sued the farmer for \$2.25, the estimated value of the fox skin.

---

In the absence of military drill we all stoop more or less and a means of making us straighten our shoulders is bound to prove healthful and advantageous. The Gamble Shoulder Brace, made with non-rustable steels pressing in upon the shoulder blades, perform this service admirably, while at the same time allowing all possible freedom of action. For fourteen years the invention has stood the test of actual usage and proved a fine shoulder brace and at the same time an excellent suspender. The brace is sold under a guarantee of a full return of its value if unsatisfactory after one week's wear. In the event of sending to headquarters, 1073 Millard Avenue, Chicago, the snug, and not the tight chest, measurement over the vest should be forwarded.

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The delights of tarpon fishing were recently dwelt upon in our pages in the course of a review of *Sunshine and Sport in Florida*. In that book considerable advocacy was given to the capture of fish with lighter tackle. The Arkansas Pass Tarpon Club with headquarters at Tarpon, Tex., has had considerable success in this work and anticipate still better results with the season opening this month and remaining open till November first. Prizes are given for the longest and shortest tarpon caught under club rules and the boatmen are encouraged to adopt sportsmanlike methods. Many Canadians are interested in tarpon fishing and like to catch at least one of these monsters if they have the chance.

---

When your doctor prescribes "Bovril" he does so with a reason. He wishes you to have the benefit of the stimulating and nutritive properties of beef. "Bovril" is produced entirely from prime beef selected specially for that purpose. It presents the whole of the valuable properties of beef in a form which is easily assimilated. Every operation is carefully supervised and scrupulous cleanliness is exacted. The preparation is guaranteed not only to be pure but also to be of an absolutely uniform quality. That is, the component parts are always present in a fixed proportion. There is always a certain percentage of the extractives of beef combined with another certain percentage of albumen, fibrin and the other important elements of beef. This result is obtained by careful analysis at different stages in the course of manufacture and by a final analysis of the finished product before it is filled into bottles. It has been recognized by medical men that beef tea and extract of meat possess merely stimulative value. "Bovril" is unique in that it contains the nutritive as well as the stimulating elements of beef and its uniformity of composition is a very strong recommendation from the medical standpoint.

---

The well known J. Stevens Arms and Tool Company of Chicopee Falls, Mass., have added to their many other trophies a gold medal awarded to their fine exhibit of Stevens rifles, pistols and shot guns at the Jamestown Exposition. The award is all the more valuable because of the national character of the Exposition and the fact that the exhibits covered a wide range, the competition including exhibits from all the best makers. Everyone interested in firearms should have a copy of the Stevens catalogue which may be obtained by addressing the firm and mentioning "Rod and Gun and Motor Sports in Canada."

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The success among sportsmen of the Stevens No. 80 Model Gallery Repeater is so general that large numbers of them will be glad to know that the Marble Safety Axe Company, of Gladstone,

**I**N almost all ages and in almost all countries beef has been regarded as the strength giving food par excellence. But it is not always possible to obtain beef just at the moment when nourishment is required and again it is not always that the system is in a condition to draw the full store of nutriment from the meat. Each of these difficulties has been overcome and the nutriment and stimulus of beef can be obtained at any time with very little trouble and in a form which admits of immediate assimilation by even the most delicate invalid.

# BOVRIL

is guaranteed to be the pure product of prime beef.

All that is in beef is in Bovril.

A teaspoonful of Bovril alone stirred into a cup of boiling water makes a strengthening and stimulating bouillon.

Mich., have several sights that will fit this arm and add greatly to its efficiency. These are Marble's Improved Standard and Reversible, King's Triple Bead and Sheard's Gold Front Sights, the latter having special as well as regular base. Marble's Adjustable Leaf sight No. 958 also fits this rifle. The same firm can also furnish the Marble Flexible Rear Sight in both regular and special base for the No. 80 Model and the Marble Simplex Sight with regular base. They trust in the very near future, to be able to furnish the Simplex Sight with special base.

In the early part of March a highly successful meeting was held at North Bay in the interests of the Ontario Fish and Game Protective Association and a branch of the organization called the North Bay and Lake Nipissing branch was formed. Mr. William McKenzie presided over the meeting which was

addressed by Mr. Oliver Adams and Mr. A. Kelly Evans, of Toronto. The following were elected the first officers of the new branch: Hon. President, Judge Valin; Hon. Vice-president, Thos. Darling. President, W. J. Parsons; Vice-president, J. H. Black; Treasurer, J. W. Richardson; Committee, R. Rankin, Dr. Dudley, Capt. W. H. Milne, W. R. Boucher, Thos. Reynolds, W. D. Cum-syworth, R. Bunyan, George Leach and Geo. Morrison, Calander. An animated discussion as to fishing licenses followed and ultimately a motion thanking the Government for the firm stand taken in discontinuing fishing licenses in Lake Nipissing was carried, though the Sturgeon Falls delegates objected. North Bay is a splendid point for the new branch to put in good work and the Provincial organization will be much strengthened if this branch can be maintained in full vigor. The first meeting was a splendid send-off.

Vancouver Island, perhaps one of the most picturesque spots on the face of the globe, has been brought into further prominence by a decision arrived at lately, to extend the Esquimaux and Nanaimo Railway as far as Alberni, and as this Railway is controlled by the Canadian Pacific Railway Co., it is certain that the matter will be pushed on energetically. By this move a new district will be made accessible to the tourist and sportsman. Alberni lies at the head of a fiord extending from the west coast of the island to within fourteen miles of the east coast, and making this a headquarters, numerous streams and lakes can be reached where the scenery is superb, where wild geese and ducks abound, and where blue and willow grouse are plentiful. There are great numbers of black tailed deer, whilst the wapiti, black bear, and giant timber wolf still roam in the vast forest recesses to the northwest. In the rivers speckled trout, running up to four and five pounds tempt the angler's fly, There is good fishing in both Sproat and Great Central Lakes, in which there are some exceedingly large trout. Nothing more than "drawing samples" has been done in the way of fishing. At the mouth of the river in the fall, splendid salmon fishing can be had, of course using the spoon.

The opening of the new line of the Canadian Pacific Railway from Toronto to Sudbury will change the condition of things in reaching Western Georgian Bay very materially. To say nothing of the splendid Parry Sound connections, the Magnetawan River is navigable for the largest steamers from where the Canadian Pacific crosses that river to Georgian Bay. Gasolene launches can get quite close to where the line crosses Key Inlet and Hervey Inlet. There are stations on the east side of the Pickerel and the west side of the French River. This will enable lunge or maskinonge, and bass fishermen to get into the heart of the very best fishing. Wanup is a station a half mile north of the Wanapitei River. A canoe trip down the Wanapitei River, will bring fishermen to where it falls into the French river. There is some splendid fishing there. There is



## SHOT

Success has been with us from the first in the sale of our Shot.

There is every reason why it should.

Quality, Uniformity, Regularity, combined with the care taken in its manufacture, have resulted in an article that gives universal satisfaction to sportsmen wherever used.

To get the best in Shot specify "M.R.M." when ordering.

MADE BY

**THE MONTREAL ROLLING MILLS**  
CO.

very good bass fishing at Sudbury, and inland from every station on the Soo Branch there is good fishing, and big game hunting all the way to and including Sault Ste. Marie. There is a very comfortable summer hotel near the mouth of the Desbarats River, reached from the station of the same name. This hotel is good enough for anybody. At the other stations there are good commercial hotels in some cases and good country hotels in the others. When patrons judge of them they must not forget to consider the price that they are paying.

A Mr. Syverson, a trapper of Northern Minnesota secured six fox pelts in the winter and these pelts netted him \$600. Two were skins of silver gray foxes, two of cross foxes and two of reds. The silver grays were the most valuable and were secured in a curious manner. One morning Mr. Syverson found that his trap had been dragged into a hole and on digging it out discovered the two silver gray foxes at the bottom of the hole—an exceptionally lucky capture.

# High Grade Goods

## at Popular Prices.



### This Style of Hunter's Jacket

has no equal as a garment of comfort, of durability, of usefulness, it is knitted in a fine rib that makes it snug fitting, without being tight, it allows of perfect freedom of the arms and having our original style of neck can be buttoned up around throat or left open as desired.

Heavy weight, 3 shades of Grey, \$5.00

Extra heavy weight, 3 shades of  
Heather, - - - - \$6.00

### Sweater Coats

are deservedly popular, as they are so easily put on and look so dressy. They are made with two pockets and have large pearl buttons, and can be made in any color or combination of colors desired.



Club Orders a Specialty.

We keep them in stock in:

Medium weight in White, Silver Grey and  
Silver Grey with red trimmings at \$3.75

Heavy weight in 3 shades of grey at - \$5.00

# THE KNIT-TO-FIT MFG. CO.

597 St. Catherine St. West, MONTREAL.

# THE TRAP

ROD AND GUN AND MOTOR SPORTS IN CANADA is the Official Organ of the Dominion of Canada Trap-shooting Association. All communications for this department should be addressed to W. A. Smith, Editor "The Trap" Kingsville, Ont.

## Tournament Dates.

April 17-18—Stanley Gun Club, Toronto.  
May 12-13—Montpelier, Vermont.  
30-31—Clinton, Ontario.

Exeter, Ontario—April 17th.  
August 5, 6, and 7—Dominion of Canada. Trap shooting Association, Sherbrooke, Que.

## Stray Pellets.

The balmy March weather loosened up the Hamilton Shooters a bit, W. P. Thomson breaking 34 out of 35 and Dr. Wilson 47 out of 50 in practice on the home grounds.

The Riverdales defeated the Stanleys at Toronto Feb. 22nd in one of the League matches with the following scores:

Riverdales—Jennings 24, Bennett 23, Pedrick 22, W. Duncan 21, Bredennaz 21, W. Steele 21, E. Hiron 19, J. Logan 19, Walton 19, W. Best 18, W. Lowe 18, T. Logan 17. Total 242. Average 20 1-16.

Stanleys—A. Hulme 23, Vivian 21, Dunk 20, Sheppard 20, Mason 20, Parry 20, Buck 20, Sawdon, jr., 19, Farmer 17, Townsend 17, Fritz 16, Ingham 16, Ely 16, Packham 15, Irvine 14. Total 74. Average 18 4-15.

Louis Youngblood, Sandwich, defeated Frank Stotts, Essex, at the latter town, with a score of 24 to 22.

The shooting of E. G. White, Ottawa, was the feature of the Paleface shoot at Wellington, Mass., Feb. 26. "Teddy" broke 95 out of 125 in the regular events and 76 out of 100 in the New England championship. Being a professional he was not a competitor for a prize. In the first series E. C. Griffiths was second high man with 91 and in the second series "Buffalo" Smith won the New England championship with 71. The conditions were bad.

In a live bird shoot near Shenandoah, Pa., for a bet of \$150 a side, P. J. Flanner defeated Harry Kantulo by killing 7 out of 15 to his opponent's 6, before a big crowd. Considerable money changed hands.

O. N. Ford of Shamokin, Pa., won the Pennsylvania State Challenge Trophy at the 21st annual live bird tournament of the Pennsylvania Sportsmen's Association, with 19 kills out of 20. Ford tied with Geo. Hasnell of Lebanon, Pa., and in the shoot off Ford killed nine and Hasnell seven. The conditions were not of the best. The traps were placed in 12 inches of snow, while the weather was clear and cold with a strong wind blowing directly over the traps. Ford was tendered a great reception by the Shamokin Gun Club in honor of his victory.

"Chief" Bender, the Indian pitcher, defeated Fred Dinger at Lancaster, Pa., at live birds for \$200 a side. He used a Parker gun.

Charles H. Morton of Topeka, Kas., who was prominent for many years as a trap shooter and contributor to the sporting journals, is dead.

Owing to improved electric railway facilities the trap shooters of Essex county, Ontario, will organize themselves into a league and hold monthly shoots at some central point.



The late Mr. R. H. Hubbard, of Buffalo, who was a popular trap shooter.

Count Czernin, an Austrian, won the Grand Prix de Monte Carlo, killing 15 birds straight. He won the sum of 24,000f. and "objets d'art," which consisted of a service of Sevres china. The weather was magnificent when the proceedings opened. There was not a breath of wind to assist the birds, which, however, were very good indeed. At the end of theseventh round only fifteen shooters had a clean score.

At Philadelphia, Pa., Heathcote, with a string of 25 straight kills, outshot a large field of live bird marksmen and won the trotting mare Pension Girl from an eager bunch of shooters.

In a match at 25 live birds, \$25.00 a side,

## The Next Time Your Gun Requires Doctoring

THINK OF

# ALEX. JOHNSTON

494 Eastern Ave., TORONTO, ONT.

Who has every facility for choke boring, restocking, Browning and repairing guns. You can make no mistake in bringing or sending your gun to him.

George Dunk broke 23 and Dr. Ten Eyck 22 out of 25 at Stanley Club shoot, Toronto, Feb. 29th.

\* \* \*

The Stanleys held their spoon shoot on Saturday afternoon, March 14th. Messrs. Hulme and Stephens were the winners. Scores:— A. Hulme 25, Jennings 24, Stephens 24, Vivian 23, Dunk 23, Dr. Ten Eyck 19, Ely 17, Fritz 17, G. Schute 14, Sheppard 13.

\* \* \*

Geo. Beattie, Hamilton, won the Queen's Hotel Cup at Brampton shoot, with 23 out of 25.

\* \* \*

A gun club has been organized at Wellington, Ont.

\* \* \*

In a live bird shoot at Pottsville, Pa., J. L. Davis won \$50 from Wm. Showers with a score of four out of five to his opponent's two. These Schuylkill County matches seem to be more remarkable for high stakes than high scores.

\* \* \*

Geo. S. McCarty, Philadelphia, won the Grand Amateur Handicap at the Sportsmen's Show shoot at Holmesburg Junction, Pa., with a score of 82 out of 100. Thomas S. Dando, President of "Sporting Life" Publishing Co., won the "White Fliver" handicap, from the highest field on record, carrying with it the Western Amateur Live Bird Championship with 24 straight kills.

**Toronto Traps**

The National Gun Club held their annual dinner match Saturday, Feb. 15th, President vs. Vice President, the losing side to pay for the dinner, the Vice-President winning by 27 birds. Stormy weather made high scores impossible. Results:—

President—J. Ross 18, G. F. Harrison 15, E. C. Coatch 12, T. E. Woodburn 11, W. Spanner 11, J. Hobblerly 11, H. M. Houston 10, C. McQueen 10, O. Spanner 9, R. Gould 9, B. Waterworth 8, C. Moor 6, H. Carmody 4. Total 124.

Vice-President—A. Gould 11, C. E. Wright 18, G. Vivian 16, C. B. Harrison 15, F. Cockburn 13, J. Harrison 12, J. Turner 12, W. Fegan 10, A. J. Leveridge 9, W. Erwood 8, F. Channele 7, H. Usher 6. Total 161.

The Balmv Reach Gun Club held their weekly shoot Saturday, Feb. 15th, when two useful prizes were competed for. F. Lyonde won a suit of clothes; G. Smith captured the 28 boxes of kindling wood.

The following are the scores at 25 birds: F. Lyonde 23, G. Smith 22, Booth 20, Lyon 20, Davis 19, Joslyn 19, Draver 19, Hunter 18, Crair 18, C. Ross 18, McGaw 18, Jones 15, Morse 12, Rawlinson 5.

**Hamilton Happenings**

The regular shoot of the Hamilton Gun club was held on Saturday afternoon, Feb. 22nd. In the first 25-bird event an "extra target" handicap, worked on a percentage basis was used. J. J. Cline and A. B. Bates captured the spoons, the latter breaking his first 25 birds straight. The scores:

Targets	25	25
Hunter	14	16
Bates	23	25
Beattie	21	18
Raspberry	20	18
Bowron	21	15
Sturt	15	21
Dr. Wilson	21	20
Rich	15	16
Ben It	14	17
Barnard	14	
Grant	14	
J. J. Cline	16	21

The regular shoot of the Hamilton Gun Club for the Robertson, Reardon and Du Pont trophies was held on Saturday afternoon, 7th March. Dr. Wilson and H. Barnard captured the spoons given in connection with the 25 bird events, but they had to shoot all the way, as in the first event W. P. Thomson tied with the doctor, while in the second several



J. H. Cameron W. R. A. Co. smiling at the good scores of the Red W. at Hamilton, Ont.

shot in the finals at added birds:

Targets	25	25
W. P. Thomson	24	22
Court Thomson	21	22
Bates	22	22
Barnard	13	20
Hunter	21	21
Wark	21	18
Dr. Wilson	24	23
Woodman	16	18
Rich	22	20
Royal	19	22

**Blind River Not So Blind**

The Blind River Trap and Gun Club is planning for what is expected to be its greatest season since its organization. Last season was unusually successful but the members expect to hold a greater number of events this season. The club was started in August, '06, by F. D. Johnson and John A. Kelly but was reorganized last season and competition began with many outside clubs. In order to create a greater interest in the Club, F. Y. W. Braithwaite, of Blind River, presented the club with a handsome cup, that was put in competition on July 24 of that year and was to be won for the year by the man who made the highest percentage from that date to the end of the season. This cup is to be awarded to the man who wins it for three full seasons in succession. The cup was contested for thirty-eight times the first season and Wm. Wallace was declared the winner for 1907. It was discovered very soon after the competition started that Mr. Wallace would win, but the other members of the club worked faithfully to see how close to Mr. Wallace they would be at end of the season, and the results were as follows:

	Sh.	Bk.	P.C.
W. Wallace	550	417	.758
J. Kelly	700	487	.687
H. E. Rogers	825	519	.629
D. Driscoll	725	448	.617
F. D. Johnson	675	404	.598
P. W. Wallace	625	371	.593
F. Braithwaite	750	423	.564
J. R. Stover	475	259	.545
R. B. Eddy	700	369	.527
A. Hemstead	775	385	.496
O. H. Hewitt	600	261	.435
G. Kerr	775	318	.410

**FOX MOTORS**  
HIGH SPEED - HEAVY DUTY



COMPLETE 1 TO 6 CYL

We sell on the bore and stroke of our cylinders and their capacity in cubic inches. To realize the importance of this matter, send for our catalog.

THE FOX REVERSIBLE GASOLINE ENGINE CO.  
208 Front St., South Cincinnati, Newport, Ky.

**FOX MOTORS**  
HIGH SPEED - HEAVY DUTY



COMPLETE 1 TO 6 CYL

Our "square deal" policy is as important to us as it is to the buyer. We want only satisfied customers, hence we agree to refund your money, if FOX MOTORS fail to please you after 30 days' trial. Write for catalog.

THE FOX REVERSIBLE GASOLINE ENGINE CO.  
208 Front St., South Cincinnati, Newport, Ky.

**3** IN ONE

As Important as the Gun Itself



is "3 in One" for oiling all the delicate parts. Makes trigger, lock, every action part work promptly, properly. Never hardens or gums, contains no acid.

"3 in One" removes the residue of burnt powder. Indispensable with smokeless powder. Positively prevents barrel from rusting inside or out. Cleans and polishes the stock.

Free sample bottle sent on request.  
G. W. Cole Company,  
55 New St., New York, N.Y.



SMITH GUN WON THE GRAND AMERICAN HANDICAP 1902-1906

SMITH GUN WON THE GRAND AMERICAN AMATEUR CHAMPIONSHIP 1907

SMITH GUNS SHOOT WELL

The *HUNTER ONE-TRIGGER* is the Standard of Excellence

The Hunter Arms Co. Fulton N. Y.

SMITH GUN WON THE GRAND EASTERN HANDICAP Philadelphia July 1906

Send for our Art Catalogue, in Colors

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(LONDON)

## India Pale Ale

Brewed from selected hops, choice barley, malt and pure spring water, with the utmost care. Bottled at the brewery depots to ensure proper handling. That is why Labatt's Ale is equal to the finest, surpassed by none, though it costs consumers only about half as much as imported goods.



McCurdy's Frog Harness Hook acknowledged by the best anglers in this country to be the most human, perfect and sure killer Fish Hook ever used

Perfectly weedless, keeps the frog alive, and gets a short bite every time. Made in all sizes and of very best of material. Price per hook 35 cents. Manufactured by

B. F. McCURDY, 4014 State Street, CHICAGO.  
Dealer in live and artificial fish, bait and sportsman's supplies  
Calendar, Catalogue and Price List free on application.

## A Greenhart Trout Rod

will be sent FREE to anyone sending 10 subscriptions to

ROD AND GUN AND MOTOR SPORTS IN CANADA

Address

**W. J. TAYLOR,**

Publisher, Woodstock, Ont



Jordan—St. Kitt's shooters at Jordan Station February 28th, 1908.

**Jordan Station Shoot**

The Winchester Gun Club, Jordan Stn., Ontario held a friendly shoot on their grounds on Feb. 28th, with the St. Catharines Gun Club, which club makes this visit an annual event. Some very good shooting was done by the members of both teams and after a most enjoyable afternoon the St. Catharines boys were tendered an excellent supper by the local gun club, who showed that they are good entertainers as well as pretty fair shooters. The following is a list of the shooters and their scores:

	Shot	At.	Broke
C. Graham	100	79	
H. Wolfindin	90	55	
Dr. Killmer	90	61	
*"Bill Bailey"	90	68	
James Pringle	90	80	
W. Lampman	80	59	
R. Blank	90	75	
J. Ruch	90	41	
J. Blank	90	60	
W. Wells	80	43	
H. W. Hunsberry	90	74	
W. Caskey	40	29	
A. Heckadon	50	30	
A. Miles	70	35	
A. Cline	50	32	
W. N. Thompson	70	42	
D. Price	40	25	
D. Konkle	40	22	
E. Konkle	30	20	
F. Martin	30	21	
D. Heckadon	10	6	
A. Troup	20	12	

\*Dr. Beam, St. Catharines, otherwise known as "Chief Smooth Face."

The Winchester Gun Club held their weekly shoot on their grounds, at Jordan Station, Ont., on Feb. 14th, and although the weather was rainy there was a good attendance of shooters and some fine scores were made. The feature event was the Dupont Trophy handicap event at 20 birds. In this event the shooters were handicapped by birds, and Mr. Delos

Price, a promising young shooter, who had 25 birds won with the good score of 22. The following is a list of the shooters and their scores:

	Shot	At.	Broke
H. W. Hunsberry	50	42	
W. A. Caskey	30	23	
E. J. Fisher	52	37	
A. Heckadon	33	25	
W. N. Thompson	45	33	
A. Cline	33	29	
D. Price	55	44	
J. W. Munn	30	14	
J. A. Honsberger	40	18	
H. Wismer	20	15	
D. Heckadon	10	8	
J. Cline	10	7	

Three amateurs using Lefever guns, won first, second and third averages at the shoot of the Messenia Gun Club, on Lincoln's birthday. The system of taper boring used exclusively by this Company insures the most even distribution of the shot with the maximum of penetration. The Company have compiled a handsome illustrated catalogue for 1908 and will mail a copy free upon a request being forwarded to them and mention made of "Rod and Gun and Motor Sports in Canada."

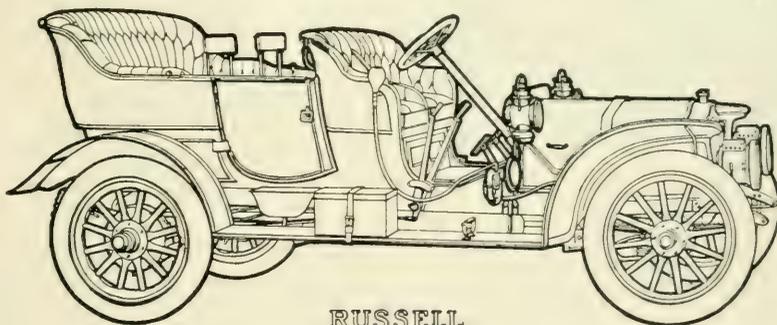
**Free! An Unbreakable Rod**

The Greatest Novelty in Fishing Rods

Silk bound waterproof, Split Cane Rod in Trout or Bass. Strongest rod in the world. For particulars how to secure one write Premium Department, Rod and Gun and Motor Sports in Canada, Woodstock, Ont.

# EXPERIENCE

☐ Experience is the great factor. Knowledge unless backed by practical experience is incomplete. Our experience reaches back to the primitive days when the Automobile was dubbed "A Horseless Carriage." Today the Russell Models are known around the world. Their praises are sounded in every clime. From Trafalgar Square in London to the streets of Shanghai; from the Canadian praries to the Australian sheep trek. By experience our business increases, and the 5 1-2 acre plant employing six hundred people, is a living monument to the RUSSELL and RELIABILITY.



## 4—Models—4

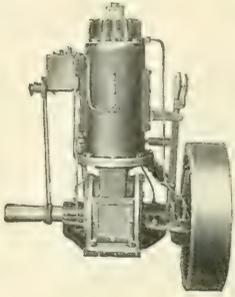
G.	Two Cylinder, Opposed, 18 H. P.	-	\$1600.00
L.	Four Cylinder, Vertical, 24 H. P.	-	\$2000.00
H.	Four Cylinder, Vertical, 30 H. P.	-	\$2500.00
K.	Four Cylinder, Vertical, 50 H. P.	-	\$4500.00

## Canada Cycle & Motor Co., Ltd.

TORONTO JUNCTION, CANADA.

Ottawa Hamilton Toronto Winnipeg Vancouver Melbourne

The Russel 1908 Catalogue de Luxe is just fresh off the press—want one?



# THE REMINGTON KEROSENE OIL ENGINE

**AS RELIABLE AS STEAM  
FOR INDUSTRIAL OR PLEASURE CRUISING CRAFT**

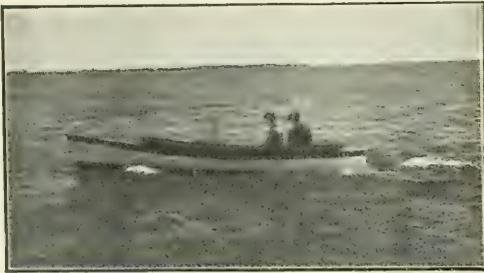
**No Valves—No Electricity—No Carburetor—No Trouble.—Extremely Simple.** Costs to operate a fraction over 1 cent per h.p. per hour.

**WILL NOT CARBONIZE. No attention required after starting.**

Send for Marine Catalog No. 10 and state H. P. required.

**DINNING & ECKENSTEIN**

*Merchants Bank Building, MONTREAL*



22 ft. x 4 ft. 6 in. Speed 13 miles

We will exhibit at the Toronto Show in March.

## LAUNCHES

from 17 ft. to 30 ft. carried in stock.

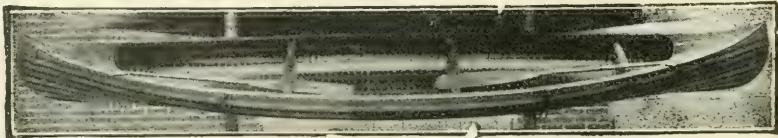
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We guarantee speed of our own models.

Order now and have your boat for the opening of the season.

Write for cuts and prices.

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BRIGHTON, ONTARIO.



**NOW IS THE TIME**

to place your order for a

# CANOE or SKIFF

WRITE FOR CATALOGUE.

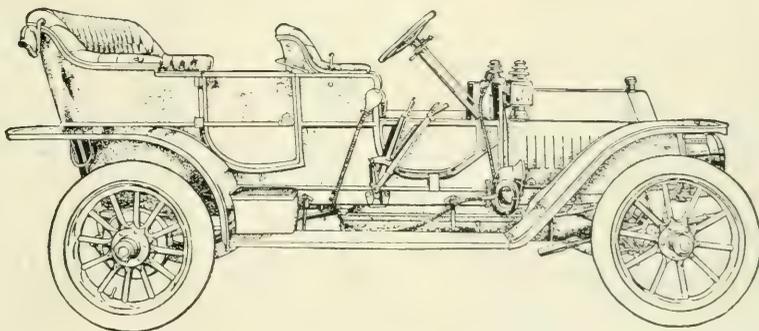
The Lakefield Canoe Building and Manufacturing Co., Limited, Lakefield, Ont.

**Korona Cameras Free!** You may secure one for 15 subscriptions to Rod and Gun and Motor Sports in Canada. Write for particulars to-day. W. J. TAYLOR, Publisher, Woodstock, Ont.

The First Canadian Car to reach solid ground  
The First Car in advancement on that ground

THE

# OLDSMOBILE



The successive models show advancement along established Oldsmobile lines; they do not show, however, the alternating adoption and rejection of various principles which characterizes the cars of less surefooted makers.

The 1908 Oldsmobile is a refinement of the 1907 car, just as the 1907 car was a refinement of the 1906 car, but the Oldsmobile remains the Oldsmobile.

Touring, Limousine and Roadster bodies, 4 and 6 cylinder chassis.

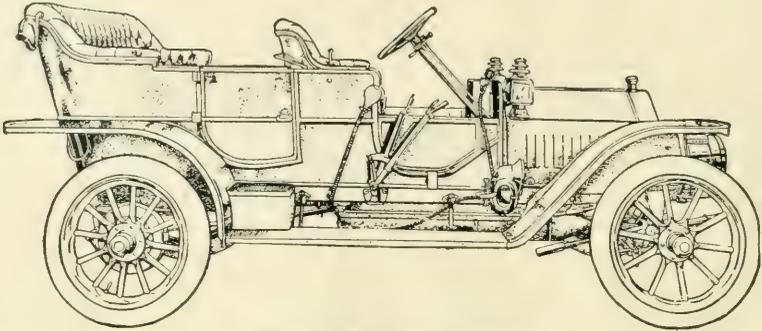
May we not demonstrate this Canadian car to you?

## Oldsmobile Co. of Canada, Ltd.

80 King St. East,  
TORONTO, ONT.

FREDERICK SAGER,  
Manager.

# The OLDSMOBILE



MODEL "M" TOURING CAR

## FIRST COST vs. UPKEEP

In purchasing an automobile, it is well to remember that the cost of upkeep is just as important as the first cost, if not more so.

This same cost of maintenance has discouraged many who would like to enjoy the pleasures of motoring, but there is always some good and some bad in everything and this applies to the motor car. There are some cars which eat up a sum equal to their first cost to keep them running a season, but there are also cars where this expenditure is almost nil.

To this latter class belongs the Oldsmobile, which claim you will say is made by every automobile manufacturer, but is he able to back up his assertion and can he prove this claim to your satisfaction? We can. We claim that an Oldsmobile will not cost as much to keep in repair and adjustment as the average man spends for car fare and to fully convince you of the truth of our statement, we take the risk—not you.

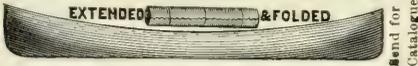
Our proposition is as follows:—For one year from the date of your purchasing an Oldsmobile we will undertake the entire responsibility and expense of keeping that car in adjustment and repair for **ONE DOLLAR A WEEK**. Whether your spark coil needs adjusting or your engine overhauled this amount covers your outlay.

Above is only one of the many arguments in favor of the Oldsmobile, if you would learn more about it visit our salesrooms and we will convince you of its superiority as an investment over any other car in the Canadian market.

**THE OLDSMOBILE COMPANY OF CANADA, Ltd.**

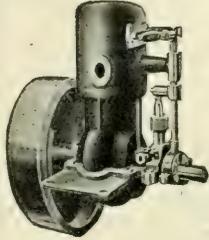
Frederick Sager,  
Manager.

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Toronto, Ont.



Highest award at St. Louis World's Fair. Adopted by governments of U. S., Canada and England. 15 models to select from. Catalogue Free. **ACME FOLDING BOAT CO.,** **Miamisburg, Ohio.**

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To Secure a  
Powerful, Speedy,  
Dependable  
2, 4 or 6 H. P. Two  
Cycle Marine Engine

We have recently purchased the entire plant of the St. Clair Motor Co., and offer a limited number of **THE FAMOUS LITTLE SKIPPER MARINE ENGINES.** at very interesting prices.

They are selling rapidly. The price will be increased when the present lot is sold. Ask for Catalog R.G.

**GRAY-HAWLEY MFG. CO., DETROIT, MICH.**  
Manufacturers of Gray Mufflers, Autochimes, Valves, Foot-Pedals, Steam and Air Chime Whistles, etc., etc.

# SKIDOO!

## MARINE ENGINE

New 1908 Model, improved and perfected in every detail. A strictly high-grade 2-cycle engine for use in Canoes, Rowboats, Flatbottom Boats, River Skiffs, Yacht Tenders, Hunting and Fishing Boats, and 14 to 20 ft. Pleasure and Speed Launches.



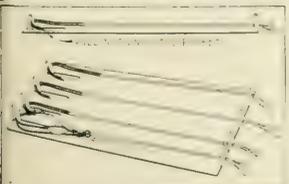
Catalog FREE  
2 ACTUAL H. P. Bare Engine **23**  
Complete Engine with Accessories and Fresh Water Boat Fittings, \$43.75. Salt Water Boat Fittings, \$5 extra.  
Swiftest, most powerful, efficient and reliable engine of its size on earth. Simple, compact, strong, durable, reversible, economical and safe. Anyone can install and run it. Drives boat 5 to 8 miles an hour. Sold from factory to user on 30 day's approval and 5-year guarantee. Prompt shipment. Order now.

**Belle Isle Motor Co., Dept. 64 Detroit, Mich**

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The Anticussin Hook Holder keeps hooks and snells in perfect condition. **Absolutely prevents tangling.** Holder with full set of hooks can be carried in the pocket without snagging. Hooks inserted or removed instantly. Entire assortment of hooks always in plain sight for quick selection. Eliminates tackle box.

### The Anticussin Hook Holder



is made of non-corroding metal, highly nickled, size 3 in. by 6 1/2 in. Will absolutely prevent hooks from rusting. Saves twice its cost in hooks the first season. Sent prepaid upon receipt of 50c and your dealer's name. Money back if not entirely satisfied.

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# “ ENGLISH SCHULTZE ”

The first smokeless powder. For fifty years in favor with discerning shots in Europe and America.



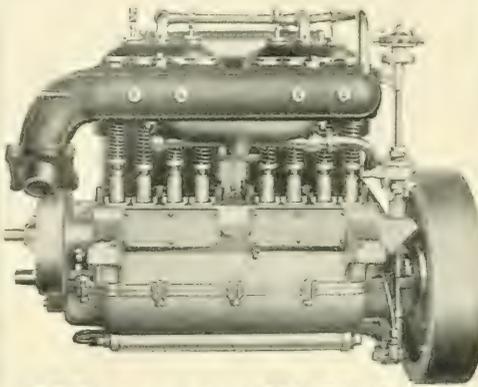
English Schultze is the best and cheapest bulk smokeless on the market—exactly 8 oz. being equal to 1 lb. of black powder.

Stocked in 1/2, 1 and 5 lb. tins, also in 25 and 50 lb. drums.

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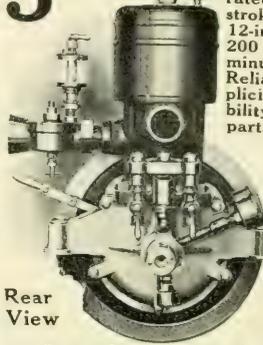
SIZES: 28 H.P. four cylinder vertical.  
12h.p. and 18h.p. horizontal opposed  
Normal speed 1000 revolutions per minute.

HIGH SPEED HIGH GRADE  
LOW PRICE

Beaver Mfg. Co. 241 Oregon St.  
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## The Refined Motor

3 H. P.



Rear View

but developing as much power as other motors rated 4 H.P. Bore  $3\frac{1}{2}$  in.; stroke  $3\frac{1}{2}$  in.; turning a 12-in. propeller, 17 pitch, 200 to 800 revolutions a minute. Weigh it 50 lbs. Reliability, strength, simplicity, power and durability. Only four movable parts.

Exclusive float feed carburettor. No valves, springs, triggers, cams, gears, gaskets, nor packing requiring attention. All gears bronze bushed. Crank shaft hardened and ground. Cylinder, piston and rings ground. Spun copper water jacket. Pumps from bilge and sea-cock. The sure-to-be satisfactory motor for Launches, Canoes, Rowboats, Dories and Dingheys. We devote all our skill and thought on this one motor. It's a little whirlwind for power; the biggest motor value and satisfaction in the world. Every one fully tested and guaranteed for two years. Price, motor complete for installation, \$50. Immediate delivery. Write for price, catalog and address of nearest agent. THRALL-FISHBACK MOTOR CO. 39 Fort Street East, Detroit, Mich., U.S.A.

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Absolutely Reliable, Best and Hottest Spark.



## Electric Searchlights

More powerful than acetylene. No bad smell. Will not blow out. On and off with the snap of a switch.

Write for Catalogue "R"

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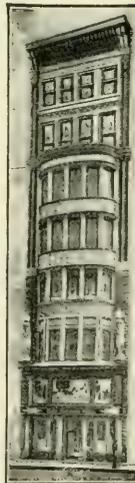
### In Chicago

when you can secure comfortable lodging, supplemented by a Turkish Bath, a scientific rub, a shower and a plunge in the finest swimming pool in America for

### One Dollar

Moral: When in Chicago stop at

## The New Northern Baths and Hotel

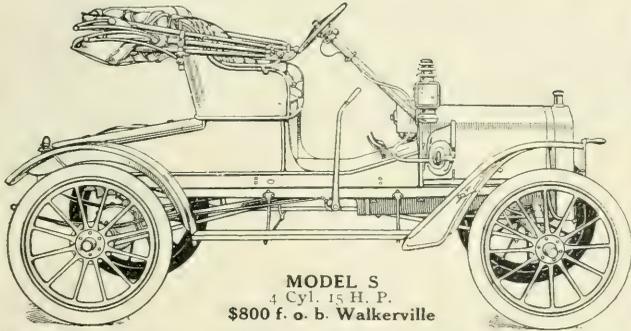


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14 QUINCY ST., NEAR STATE

IN THE VERY HEART OF THE CITY

# FORD CARS

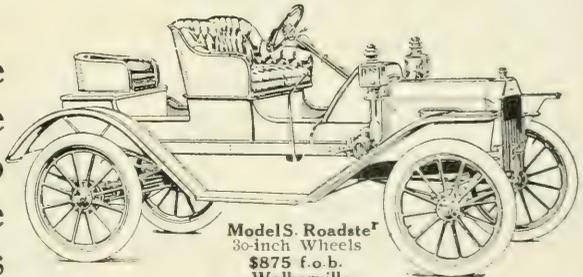


MODEL S  
4 Cyl. 15 H. P.  
\$800 f. o. b. Walkerville

Whenever a prospective buyer examines a Ford car the first question that occurs to him is

how we can give so much automobile for the money.

Measured by the standards of value which have hitherto prevailed in the automobile markets



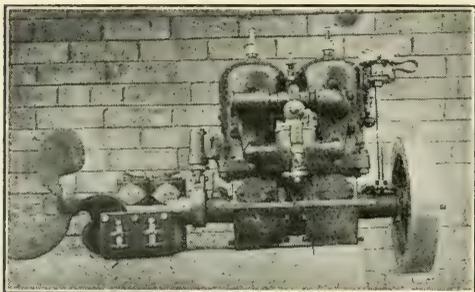
Model S. Roadster  
30-inch Wheels  
\$875 f. o. b.  
Walkerville

a four cylinder car of fifteen horse power, made of the highest grade materials throughout, machined with absolute accuracy and perfectly adjusted and tested, would cost about twice as much as the Ford \$800 Runabout.

## The Ford Motor Co. of Canada, Ltd.

WALKERVILLE, ONT.

TORONTO BRANCH, 53-59 Adelaide Street West.



Our 3 to 4 H.P. 2 cycle, 3 port reversible, weight 140 lbs., speed 100 to 750. Best material and workmanship guaranteed.

## Why go Abroad for Your Engine ?

When you can get just as good material and better workmanship at home.

No need to accept our statement for this. Read what this purchaser says :

Mr H. Biddell,

Premier Motor Co., Toronto.

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Yours truly,

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Hunting Boots are Best

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They are the lightest boot on the market, quality and material considered. They are made to fit and wear. They are practically waterproof—if properly taken care of. There are no nails or anything to gall the feet. They will not harden.

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Manufacturers in Sporting and Athletic Footwear.

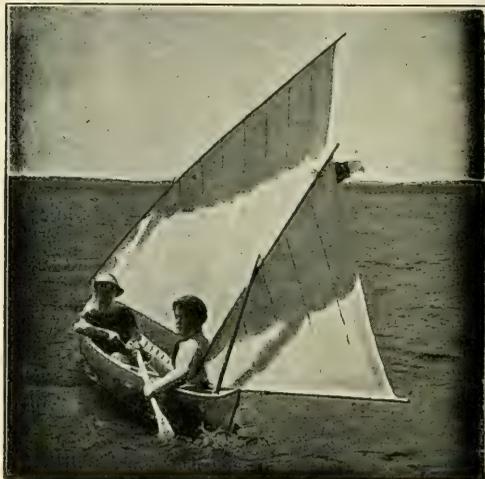
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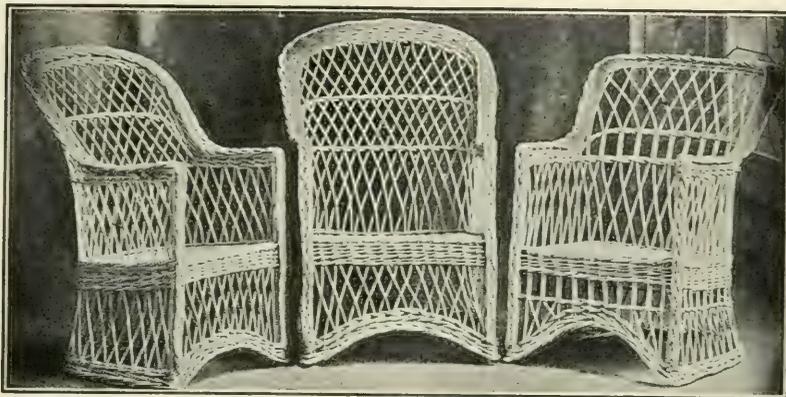
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**Now** is the best time to order a canoe for next season. *We can supply you with the best.*

Send for Catalogue.

The  
**William English Canoe Co.,**  
Peterborough, Ontario.



No. 10 \$3.50

No. 14 \$5.00

No. 12 \$4.00

Size of seat ..... 16x1  
 Height of back from seat 23 in.  
 Height of arm from seat 9½ in.

19x19  
 26 in.  
 10 in.

18x17  
 24 in.  
 20 in.

**T**HE distinctive feature about my Willow Furniture is not the price, but the quality—lots of Art Furniture is sold at less, but you would not want it at any price when placed alongside of YOUNGER'S WILLOW FURNITURE. I grow my own Willow. I supervise personally the workmanship. I guarantee strength and durability of every article. As to BEAUTY of this furniture, it speaks for itself. The handsome set, illustrated above, sells for \$12.50. It comprises three comfortable arm chairs, made of Willow. That means coolness and comfort. There is no reason in the world why you should sit in an unventilated and unhealthy upholstered chair when you can buy these artistic chairs at prices from \$3.50 to \$10.

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We make Tents that we guarantee in every particular. Tents that do not leak—Tents that will not fall to pieces in the woods—Tents that are well made and finished of good quality duck, and, quality considered, are **Cheaper than Cheap Tents.** We also supply camping outfits of all kinds including

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Lefever Arms Co. Guns

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Would you wear a Shoulder Brace if you could find one that just suited you? Place your hands on some one's shoulders with the thumbs on the shoulder blades and press in. Notice how quickly it straightens the figure

## GAMBLE'S Improved Shoulder BRACE

is made with non-rustable steels that press in upon the shoulder blades exactly as the thumbs do, and it is the only brace that actually makes and keeps the figure straight and at the same time allows all possible freedom of action—such materials as elastic, webbing, etc., conform to the figure and will not give the desired support. The Gamble is a perfect shoulder brace and an excellent suspender. Has stood the test for 14 years.

Your dealer will sell you a Gamble Brace and guarantee satisfaction. He will refund the purchase price in full should you care to return the brace after wearing it one week. Or, we will fill your order direct, under same guarantee. Prices—for men and women, \$1.00, for boys and misses, \$1.00 prepaid. Special springs for extreme cases, 50c extra. Give snug (not tight) chest measure over vest.

The Gamble Shoulder Brace Co.,  
1061 Millard Avenue, Chicago, Ill.  
Globe Suspender Co., Canada Agents, Rock Island, Que.

Established 1822.

Sole Selling Agents for H. L. LEONARD RODS

# WILLIAM MILLS & SON

## Fishing Tackle Exclusively

25 PARK PLACE

NEW YORK

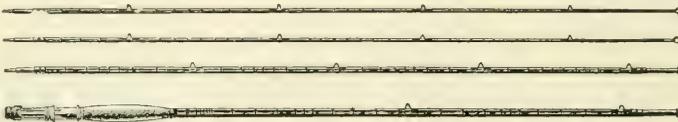
### Everything for Fishing

Good Goods—Right Prices—Proper Service. EVERY ORDER receives the PERSONAL ATTENTION of one of our Mr. Mills. It will pay YOU to send us your trade.

The quality of our High Grade Tackle is too well known to comment on. Many, however, do not know that we are equally noted for Medium Grade (and price) Goods. To those who do not know this we mention

#### SOMETHING SPECIAL

The "Tuscarora" Fly Rod for Mountain Stream Fishing.

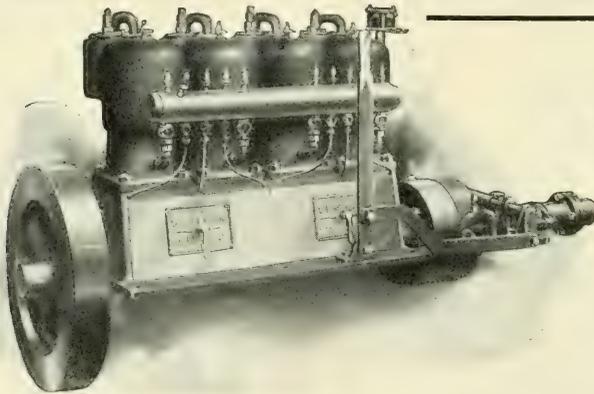


No. 3537 Split bamboo fly rod, oxidized mountings, snake guides, length 8 $\frac{1}{4}$  feet, weight 4 $\frac{1}{4}$  ounces, \$5.00 each

A Customer says: "I thought when I bought this rod it would last only a day or two; however, after a hard summer's use, during which I caught trout as large as 3 pounds, it is straight as a die and as good as new."

We have same quality rods as above but with polished nickel mountings. Fly rods 9 feet 5 $\frac{1}{2}$  ounces, 9 $\frac{1}{2}$  feet 6 ounces, 10 feet 7 ounces.

Booklet on Trout Tackle Free on request.



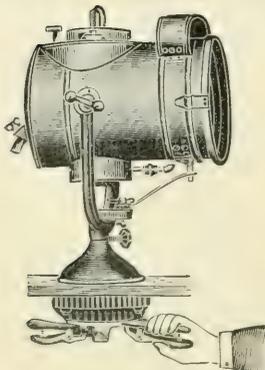
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Four Cycle  
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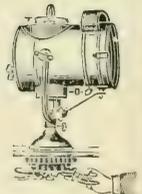
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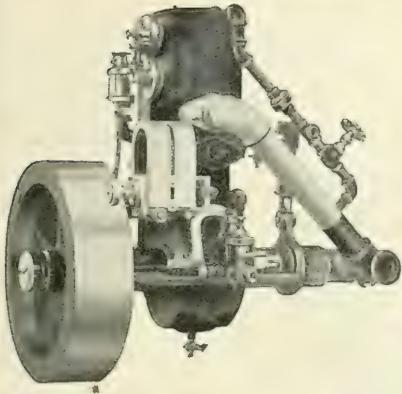
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514 MASONIC TEMPLE

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You see them everywhere, and wherever they are they run.

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ADAMS engines are not made merely to sell. They are intended for **real** work.

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The above is a true cut of our No. 3, 16 ft. x 31 in. x 12 in. rib and batten Basswood Canoe.

**THE HERALD MODEL** (also known as the Rice Lake Canoe) is unique in shape, and no other builders can duplicate these cuts from canoes of their own manufacture. Where they have been so used they have been photographed from the cuts in our catalogue.

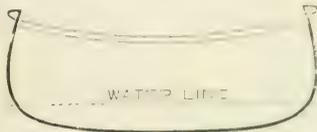


Fig 1



Fig 2

**THEY ARE SAFE**—See cut of cross-section Fig. 1. Canoeists do not have the cranky "tip-over" feeling that they have in other makes built as Fig. 2. Write for Catalogue.

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**RICE LAKE CANOE CO.**

HERALD BROS., Proprietors.

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**"The Canadian \$5.00 Field Boot"**

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**PRICES :**

9 inches high \$5.00, duty free and carriage paid, \$6.25  
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 Send postal order to-day for sample pair. Lists Free

**S. J. HOPKINS & CO., BOOT SPECIALISTS**  
 Long St., BIRMINGHAM, ENGLAND.

**Angle-Worms**

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**ANGLERS' BAIT & MFG. CO.,**  
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 PRIMUS AND KHOTALS SUPPLIES

Our camp attachment is now perfected---will go on any Lovett Burner. Lovett burner fits a Primus Stove.

**A. E. Lovett Co., 65 Park Place, N.Y.**

**ENGINES OF QUALITY**

Unexcelled, up-to-date, variable speed

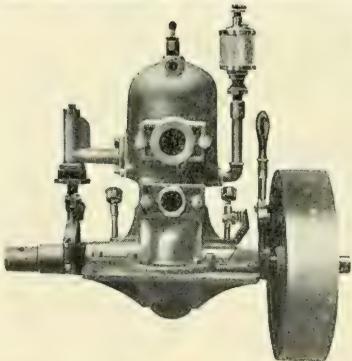
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 2 and 4 cycle. 3, 5, 10 and 20 H.P.

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**TENTS**—All sizes and styles for sale and to rent. **OILSKIN CLOTHING** of different qualities. **SAILS**—All kinds made to order. Yacht and boat sails a specialty. **FLAGS** of all nations **OARS** and all kinds of Riggings for Yachts and Boats. **AWNINGS** for summer residences and hotels. **Write for my prices before buying elsewhere.** I have been in this business since 1866 and consequently feel that I can meet your requirements as to price and quality.

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A combination Document protecting Owners against the most prevalent hazards—Collision, Theft, Navigation, Fire, Lightning, Explosion, Self-Ignition, Salvage.

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Geo. McMurrich and Sons

CANADIAN MANAGERS

TORONTO, CANADA

4 LEADER LANE,

# The Standard of Canada

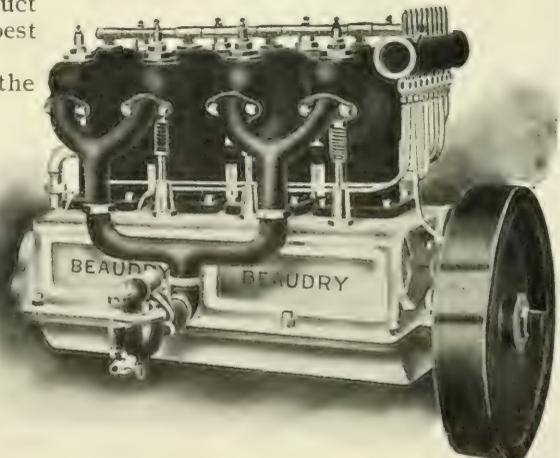
You know it! Then why not write for more information?

It will pay you to know that our product will show advantage over the best motors made in any country.

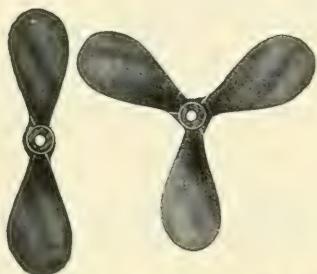
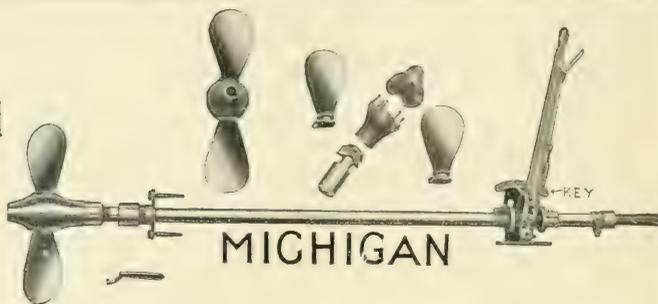
It has everything that's good and the best of everything. Mechanical oiler. High tension distributor. Water jacketed exhaust, and all that makes the all Canadian win out.

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Engine Co.**

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## The Famous Michigan Speed Wheels and Reverse Gears



All sizes, styles and types. Reversible, weedless and solid speed wheels.

Everyone who owns a racer, pleasure boat or even a duck boat wants more speed. It saves time and adds to ones pleasure.

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Send for catalog full of valuable information on propeller wheels and reverse gears.

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THAT DAINTY MINT COVERED  
CANDY COATED  
CHEWING GUM

# Chiclets

At All the Better kind of Stores  
5 cents the Ounce  
or in 5¢, 10¢, and 25¢ Packets

REALLY DELIGHTFUL

If your neighborhood store can't supply you send us 10c for sample packet.  
FRANK H FLEER & CO. INC., Philadelphia, U. S. A., and Toronto, Canada.

# The Automobile, Motor Boat and Sportsmen's Exhibition at Toronto.

**T**HE remarkable success of the National Automobile, Motor Boat and Sportsmen's Exhibition held at the St. Lawrence Arena, Toronto, from March 21st to 28th is indisputable evidence that motoring, both by land and water, a pastime as yet only in its infancy in Canada, has grown in popularity more rapidly than any other form of outdoor recreation.

The costly and prettily arranged display of handsome and luxuriously equipped automobiles, the products of the best manufacturers of Canada, the United States and Europe, brought together on this occasion in friendly competition, has never before been equalled in this country and the grand spectacle was one which could not but enthuse even the most indifferent to this fascinating form of locomotion. To Canadians interested in the welfare of their country, as all true Canadians are, the Exhibition will have a much more important influence than merely increasing the interest in the sport itself. The Exhibition served as an object lesson of the valuable industry which has now been firmly established at various points in Canada supplying the growing demand for products calling for such a large amount of skilled labor. The display of automobiles made in Canada compared most favorably with those shown by American, French or English makers and the result of the show will no doubt be increased demands for both home and foreign cars.

The showing of motor boats was made entirely by Canadian firms.

In marine engines the exhibitors were about equally divided and the friendly rivalry was productive of such a fine display that one found it impossible to award the palm to any particular engine. Every one possessed strong merits entitling it to public favour and the more one examined them, the greater grew the wonder that so many fine productions were upon the market for an industry not yet old. The great possibilities of the future could never be better brought home

to anyone than the sight of such a collection, the effectiveness of which was apparent even to the most casual observer.

Accessories formed an important department of the Show. These are now so numerous, so important, and so necessary for both automobiles and motor boats that they have become almost as grave a consideration in selection as the particular make of car or boat when a choice has to be made. The accessories have done much to make motoring the pleasure it now is; they have added to the reliability which now distinguishes autos and made pleasant many tours which could not formerly be undertaken without some qualms. The accessories are ever adding to the effectiveness of both autos and motor boats and it is small wonder that this department of the show came in not only for much careful consideration by outsiders but also keen and critical inquiry from those who know from experience what motoring means and were able to judge as to the value for improvements of the various devices placed on exhibition.

All the arrangements were planned and carried out in such a way as to allow spectators the greatest freedom and convenience in examining the merits of the different makes of autos, motor boats, engines and accessories.

Entering the Arena from King Street the visitor was, through the influence of the surroundings, immediately transferred from the street of a busy, blustering city to the solitude and delights of the backwoods. On either side of the passage leading to the spacious Arena containing the luxurious cars and gracefully modelled motor boats were the exhibits of two of Canada's greatest transportation companies — the Canadian Pacific and the Grand Trunk. It was a fitting tribute to the railway progress of Canada that these two systems should find themselves associated in filling a place of honor and precedence at the Show.

## Canadian Pacific

The arrangements made by those in charge of the Canadian Pacific fitted harmoniously with the general scheme of decoration inaugurated by the management of the exhibition. Besides their customary series of beautiful British Columbia pictures the C. P. R. had on view a considerable amount of very skillfully executed rustic cedar work. Some of the pictures were very artistically framed in cedar, which helped materially to enhance the beauty of the pictures themselves. There was also shown, extending along the whole of the front of the exhibit a collection of smaller pictures beautifully colored and framed in bark, of various river and lake scenes on the line of the system. Besides this purely artistic and rustic display there were skins of caribou and moose, bear, and other small animals. There were also some very fine trout skins from the Nipigon District, as well as a very fine moose head with a record spread. The prominent feature, however, of this exhibit, from the popular point of view, appeared to be four groups of cedar work of a very fantastic and weird description. They are the work of Victor Le Cland of St. Agathe des Monts, Province of Quebec. He himself was a great attraction to this exhibit as he was seen pursuing his daily avocations and possesses a somewhat striking, if not picturesque appearance. Monsieur Le Cland has devoted a lifetime to the collection of the curious twists and turns which Nature has, in a freakish mood, adopted in the growth of hill cedar at St. Agathe des Monts. He has contrived to piece together and finish off with bark some of these collections and the results are, if not beautiful, at least attractive and interesting. There is something very distinctive about this exhibit. There is a breath of the woods, and lakes and the rivers, which cannot be obtained from a more conventional construction. The prevailing impression which one has, is that the Canadian Pacific is desirous of presenting nature as truly as it is possible to portray it and as truthfully as it is to be seen and reached by means of the Road, which the Company control. This exhibit was arranged and erected by Mr. F. H. Colam with the assistance of Monsieur Le Cland.

## Grand Trunk.

At the right of the passage, which was softly illuminated by clusters of frosted lamps at the top of white columns placed at equal distances apart on both sides, was the exhibit of the Grand Trunk Railway, the famous double track system of Canada. The collection of handsome pictures, tastefully arranged and classified, carried one, in imagination, to the many delightful resorts reached by that System, to the numerous lakes, bays and rivers where the gamiest of the finny tribe abound and to the wooded districts where the hunter of both small and large game can thoroughly satisfy his longings in these respects. The amount of time spent by the visitors in an examination of these pictures was evidence of the desire in the hearts of the residents of the crowded cities to get back to nature and enjoy the seclusion and peace of the backwoods. Neatly and artistically arranged among the pictures were some fine mounted specimens of fish and game, abounding in many of the districts traversed by the System. Some of the pictures gave fine representations of the delightful summer resorts of the Rideau Lakes, the Kawartha Lakes region, the far-famed Georgian Bay, Lake of Bays, Muskoka, Maganetawan River and the beautiful "Highlands of Ontario." Canoeing trips in the delightful Temagami district were illustrated in very interesting scenes. The splendid bass fishing of the French River district was alluringly represented and anglers who delight in taking that gamey fish could not fail to be interested. The speckled trout fishing of the Algonquin National Park was shown in many beautiful pictures. The seaside resorts of Maine, and the excellent trout fishing to be found there, were not overlooked. Everyone who examined the magnificent collection was satisfied that the Grand Trunk has done good work in bringing many districts abounding in fish and game within easy reach of all who enjoy a vacation during the trying summer months. Mr. R. McC. Smith, special passenger agent of Detroit, was in charge and his courteous treatment of visitors was typical of the conduct of officials of the Grand Trunk System.

**Canadian Northern.**

The exhibit of the Canadian Northern at the left as one entered the Arena was one of the most creditable ever made by a Canadian railway. Over one hundred specimens of game of various kinds, mostly from Ontario and the West, were shown, each being numbered, and through the courtesy of the advertising department of the Company, all visitors were supplied with a directory giving a minute description of each. It was little wonder that this exhibit was the centre of so much attention. In the collection were included several magnificent moose heads, one of which had a spread of 61 inches with 25 points. This was obtained near Port Arthur, Ontario. There was also an elk head, 49-inch beam, 39-inch spread with twelve points, taken in Riding Mountains, Western Manitoba. A timber wolf killed in the Province of Saskatchewan was a very interesting specimen. Another from the same Province that attracted much attention was a weasel which turns white in winter. The exhibit was so varied and extensive that one could spend hours in making only a superficial examination.

To the student of the animal kingdom it was a collection of rare interest and to the sportsman it was a revelation as to the pleasures in store for him and brought within easy reach by this rapidly expanding railway. A feature of the exhibit worthy of special mention was the canoe in which Mr. J. B. Tyrrell travelled from Winnipeg to Fort Churchill by a 1700 mile route, via Lake Winnipeg, the Saskatchewan River and Reindeer Lake and explored the Kazaan River up to latitude 62; descended the Ferguson to Hudson Bay and followed the shore to Fort Churchill, arriving there on Oct. 16th, 1894. Besides the specimens of game shown there was also a collection of beautiful pictures illustrating the pleasures in store for the sportsman in the many districts reached by the line. The arrangement and setting of the exhibit was planned by Mr. C. Price Green, the genial passenger agent of the Canadian Northern. An appropriate background of brown and white and a symmetrical and well balanced distribution of the specimens produced an exhibit

that came in for much praise. In large, illuminated letters were the words, "Canadian Northern" which were plainly visible from all parts of the spacious Arena. The collection was ample evidence that this great railway system has opened up many districts which will attract thousands of sportsmen for many years to come.

**Intercolonial.**

On the right as one entered the Arena, which was artistically decorated in white and green with numerous arches of incandescent lights, the attention of the visitor was next drawn to another of Canada's great railway systems, the Intercolonial, a System certain of mention wherever big game hunting, or salmon or trout fishing are discussed by sportsmen. It is along the line of the "People's Railway" that sport fit for Kings may be obtained. It was not surprising therefore, to find the Intercolonial exhibit in a conspicuous position. Nor was it a matter of wonder to find that the display attracted more than a passing notice from the thousands of visitors who daily made the rounds of the building. The collection of antlered heads, and mounted specimens of the finny tribe, as well as the large photographic view of scenes along the line in Quebec, New Brunswick and Nova Scotia, were artistically arranged in a manner that excited much favorable comment. The display recalled to many the rivers where lordly salmon await the angler, the lakes and streams where gamey trout abound, and the forests and barrens where roam the moose, caribou, deer and bear.

Many sportsmen gathered around and recalled past experiences and told of days gone by spent around the campfire. The display spoke most eloquently of Eastern Canada and its sporting attractions. It demonstrated the splendid opportunities that exist in the I. C. R. territory for the hunter and angler and for those who love summer enjoyment and a close communion with nature. The exhibit was artistically arranged under the supervision of Mr. W. L. Creighton, advertising agent of the I. C. R. and was in charge of Mr. A. H. Lindsay of the advertising department

who is in very close touch with the advantages which the line has to offer and who supplied much valuable information to interested sportsmen.

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Automobiles.

A Parisian car manufactured by Renault Freres attracted a great deal of attention and there were many features in connection with it that were much appreciated by those who have had experience with cars. The particular one shown was a 14-20 h. p. open touring car with English built side entrance and Cape-cart hood. One of the striking features of this car is the position of the radiator which is placed behind the bonnet forming part and parcel of the dashboard. The water cooling apparatus is on the thermo-syphon principle, thus dispensing with a pump and its attendant worries. The water pipes being of larger bore than usual afford a free flow to circulation. The engine has a bore and stroke 3.54 in. x 4.72 in. The valves are mechanically operated and are all placed on one side of the engine. Ignition is by the Simms-Bosch high tension magneto. The automatic carburetor is of the constant level type. The control is operated entirely by one lever under the steering wheel, forming the hand throttle. The clutch is of leather to metal type. The foot brake acts on the counter shaft behind the gear box. The side brakes are applied by hand lever and all are of the internal expanding type. The gear box gives four speeds forward and reverse. A feature of this machine that is especially appreciated is the easy accessibility of all parts of the engine. Over one thousand cabs made by Renault Freres are in use on the streets of London, Eng. This car won the Grand Prix in 1906. The Canadian representative of the firm is Mr. Jas. Pyman from whom further particulars may be obtained. Communications to him should be addressed in care of Bank of Toronto, Toronto. Mr. Pyman is also handling the Hutchinson tires and a complete line of rubber goods manufactured by this firm, as well as Lucas lamps with generators separate or attached. These lamps are the acme of skill in workmanship and quality of material.

A highly finished chassis with a four cylinder 10-14 horse power motor was also exhibited. It was beautifully burnished and polished throughout being constructed specially for exhibition purposes.

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The premier motor car manufacturers of Canada, to wit. The Canada Cycle and Motor Co. Limited, Toronto Junction, makers of the celebrated Russell, had the largest exhibit at the Show and were the recipients of many flattering compliments. Their display occupied a space of eight hundred square feet and featured eight complete cars and two chasses, the latter being exposed to show the design and construction more readily. The value of the Russell display was between \$25,000.00 and \$30,000.00 and was highly creditable to this enterprising Canadian firm and thoroughly demonstrates the fact that the home product is on a par with the important article. "The Russell Fifty," the high powered car of this firm was the magnet of the Exhibition and attracted the general public not to mention the enthusiasts. A twenty-four horse power Cab and a thirty horse-power Landaulet finished in Russell blue and brewster green respectively, were perhaps the two first cars of this type ever before shown in Canada. A thirty horse-power Gentlemen's Roadster of strictly original design was also an exceedingly popular model.

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The Oldsmobile Company of Canada, Ltd. Toronto, Ont., manufacturers of the Canadian Oldsmobile, showed a complete new line for the season of 1908, including touring cars and runabouts, limousines, landaulets and town cars at prices ranging from \$625 for their twelve horse-power runabout to their Model "Z" Six Cylinder Touring Car selling for \$4750.

While these cars embody many new features, yet they show the same general lines of their previous models and this company is to be congratulated on having manufactured a car fully three years ago which has set the pace both in artistic and mechanical design; thus allowing them to extend their efforts towards the refinement of old ideas and the weeding

out of objectionable features, instead of having to work up an entirely new car from year to year.

This work of refinement and elimination has brought the Canadian Oldsmobile up to a high standard both in appearance, comfort and durability and they well deserve the success which has crowned their efforts.

The exhibit of Cadillac and Darracq cars made by Hyslop Bros., was one that was worthy of the attention it received. In the manufacture of the Cadillac accuracy is the watchword throughout. These cars have had a record of which any manufacturer might well feel proud. The exhibit consisted of their model T. car and Model S. runabout and Model G. touring car and Model G. runabout. Two handsome Darracq cars were shown, one four cylinder and one six.

It was generally conceded that the McLaughlin Motor Car Company's exhibit at the Auto Show was not excelled by that of any other firm in so far as range of models was concerned. Their adaptability to Canadian roads and conditions form one of their strong points. This company claim to be offering specially attractive machines at a reasonable range of prices and an examination of their models fully substantiated their contention. The exhibit consisted of six models and judging by the many favorable comments of the critics the Company at least succeeded in placing before the Canadian public a serviceable and extremely practical line at prices within the range of purchasers. Having associated with them in their enterprise the Buick Motor Company of Flint, Michigan, (one of the leading American Motor Car Companies whose output for 1908 will exceed seven thousand machines) they are not offering an experimental car but one that has been thoroughly tried and tested in all points. Their exhibit consisted of one large touring car forty horse power, handsomely painted and upholstered in royal blue \$2750; one touring car twenty-four horse power in dark green, \$2150. One touring car, five passengers, at \$1400 which by the way is considered by experts to be the greatest value for the money, all things

considered, at the show or in Canada. This car has a ninety-two inch wheel base, twenty-two horse power, four inch tires, and also has the distinction of having an adjustable steering column, the only one of the Show. In runabouts the sensation of the show was the little eighteen horse power, four cycle, French gray car. This car has undoubtedly a great future, price \$1050. Another roadster with a full leather Victoria top, with rumble seat painted in a very attractive dark green with black mouldings, twenty-four horse power, one hundred and two inch wheel base, came in for much favorable comment. The sixth machine was a strong serviceable runabout with box behind, \$1350. The McLaughlin Motor Car Company have branches and carry stocks at St. John, Montreal, Toronto and Winnipeg and appear to be going into the auto business in a business way, and with very attractive and serviceable cars suited to the Canadian roads.

The six-cylinder model of the famous Iris car, exhibited by the Canadian agent, Mr. W. H. Gooderham, 49 Wellington St. E., Toronto, created a great deal of favorable comment, especially among those who appreciate sound mechanical construction and engineering principles. The car on exhibition was selected by Mr. Gooderham's representative for his personal use after a three months' inspection and trial of all the cars on the British market. A test of some five thousand miles during the past season over all kinds and conditions of roads has fully justified the wisdom of the choice and it was next to impossible for those who examined the car to believe that it had been used to such an extent. Not a dollar has been expended on the car for repairs. During the month of November last a trip of 725 miles was made over rough and muddy roads in four days. Reliability is the leading attribute of Iris cars as evidenced by the result of official trials in which they have taken part. Every item in the construction is British, and made by British labor. These cars are made in the four cylinder type, both 25 and 35 hp and six cylinder 40 hp. They are equipped with both types of ignition, magneto and accumulator.

The throttle valve is combined with the carburetor and is operated by the control handle placed over the steering wheel, which gives complete control of the car. The four cylinder cars are sold in Canada for \$4,400 and \$5,000 and the six cylinder at \$6,200. The complete accessibility of all parts is a feature much appreciated. The gasoline tank is in the rear, and fed by pressure from the exhaust. The brakes are fully compensated so that the braking effort on each wheel is always equal. While nothing necessary to the strength and durability of the car has been sacrificed for the sake of lightness these cars are much lighter than one would expect considering their horse power. The chassis has been designed so that it may be fitted with any type of carriage body. Iris cars are noted for quality of material and excellence of workmanship. Mr. Gooderham is also agent for the Lacre vans one of which was on exhibition.

One of the finest exhibits of American cars made by one firm was that of the Studebaker Automobile Co. of South Bend, Ind. The striking feature of this exhibit was the varied styles shown, each being specially and most suitably designed for the purpose for which it was built. In all of these cars the Garford chassis, which has won a favorable reputation, is used. The excellent finish of all the Studebaker cars and their luxurious equipment is the result of years of experience in the building of high grade carriages before the auto came into vogue.

A single car represented the Chatham Motor Car Company and represented it well. The car was not merely strongly built of the best materials, but its finish was likewise equal to the finest shown and caused many people to look with interest upon the beginning of what promises to prove a great Canadian industry. The people of Chatham have taken hold of this business in the right way and they mean to carry it to a successful issue. The car was named the "Chatham" and their claim that it was the most handsome and up to date car ever built in Canada, was one which appeared to have substantial grounds. The car certainly

excited great interest and was worth the whole of it.

As agents for some of the best American cars the Automobile and Supply Co. of Toronto made a splendid showing. Included in the exhibit were the Stoddard-Dayton, Pierce-Arrow, Kessel Kar, Mitchell, Reo and Royal Tourist. The Pierce-Arrow was a much admired car and was most luxurious in all its equipment. The Baby Reo, the smallest complete automobile ever built, was included in this exhibit.

More than passing interest was shown in the exhibit of the Ford Motor Company of Canada, Limited. The Canadian Factory of this company is located at Walkerville, Ontario, and the Toronto Branch at 53-59 Adelaide Street, west, the Head Office and Factory being in Detroit, Michigan. The Ford Company of Detroit are now the largest producers in the world turning out over 10,000 machines in 1907.

Their exhibit included a Model "S" Roadster with rumble seat, thirty-inch wheels and finished red. This is a very natty little job and sells at eight hundred and seventy-five dollars. Also the Doctor's Favorite Model "S" complete with storage battery, lamp equipment, running boards, twenty-eight inch wheels and finished in a dark green, eight hundred dollars. Model "N" finished in dark green, also fitted with twenty-eight inch wheels, same style as last year seven hundred and fifty dollars. Leather tops are also shown with full enclosed sides at fifty dollars. The chassis for any of the above jobs is the same and includes a number of improvements on last year's car including a mechanical oiler and a number of minor changes in mechanism. The radiator is also increased in capacity over the 1907 Model. This firm also exhibited one of their famous six cylinder forty horse power touring cars which is sold at three thousand, five hundred dollars.

The great claim upon all would be purchasers of the Comet Car manufactured by the Comet Motor Company, Limited, of Montreal, is that it has been specially designed for the Canadian climate and

for use on Canadian roads. The car is built of the same material as the best European cars and the same care and precision is used in its manufacture. In addition, great attention has been paid to Canadian requirements and while no efforts have been made to develop "freak" ideas or originate new principles, the experiences gained from upwards of one hundred thousand miles of motoring over Canadian roads has been made full use of to the great advantage of users of the Comet. The manufacturers claim this car to be more suitable for rough and uneven roads than any other car. Owing to freedom from the burden of import duty the car can be sold to the user at twenty per cent less than a similar imported machine. The company issue a finely illustrated booklet containing a full description of the car which they will be pleased to send to all interested motorists.

The Dominion Automobile Company, of Toronto, had a fine exhibit consisting of a number of representative cars, conspicuous amongst which appeared a Maxwell. This car is manufactured in Glasgow, Scotland, and has proved quite a favorite in Canada, several having been purchased for use here and proving most suitable for Canadian conditions. The variety afforded in this exhibit proved particularly attractive and in consequence gained much attention from the crowds of motorists who were intent upon seeing and learning all they could.

#### Tires.

There is probably no better known tire in Canada than the Dunlop which established a reputation during the early stages of the bicycle craze and which has through constant improvements maintained an enviable position ever since. The perfected Dunlop Quick Detachable does not require any lugs or bolts to hold it in place on the rim and will not come off even if ridden deflated. The extra large air chamber makes it most resilient. The Dunlop exhibit included protectors, repair kits and many other useful accessories for the motorist.

Tires have always been a matter of the utmost importance to motorists. "Tire troubles" are older than the auto itself.

Consequently the man who purchases a car is particular about his tires. The Canadian Rubber Company of Montreal, the makers of the well known Canadian Clincher Tire, assert that there is no other way to know a good tire than by testing it and in this they are right. They go further and ask for a test of their tires. It is a modest request but all the more effective for that reason. Great advances have been made in tires and the Company claim to have kept abreast with the best of them. The booklet issued by the Company gives many hints as to the proper use of the tire. The careful motorist can do much to extend the life of his tire by proper use, and he may also with a little trouble make temporary repairs and thus add to his confidence in himself and enjoyment of his tour by feeling the impossibility of getting "stalled."

The same Company issue a second booklet giving particulars of the "Key stone" side wire carriage tire, of both solid and cushion tires, the "Canadian" automobile tire, cycling tires and many other things in rubber. The Company's officers are experts in rubber goods and in addition to large stocks kept at their various branches, by means of which prompt delivery is assured, they have also experts competent to give advice and assistance to those who experience any difficulty in connection either with tires or any rubber goods. The advantages offered by the Company are therefore considerable and as they cover the whole of Canada they mark the progress of the Dominion in the increased sale of their goods.

A solid tire for which the manufacturers claim as great resiliency as any pneumatic tire was exhibited by the International Carriage Co. of Brighton, Ont. who are the Canadian selling agents for the Motz Clincher Tire and Rubber Co. of Akron, Ohio. Punctures, blow-outs, leaky valves and many other troubles of pneumatic tires are an absolute impossibility with the Motz Clincher. Tire skidding and rocking difficulties are also eliminated. It is claimed that these tires outwear from four to five sets of pneumatic.

Owners of automobiles were intensely interested in the display made by the Rubber Tire Wheel Company of Toronto and Montreal who are the Canadian selling agents for the famous Fisk tires made in Canada by the Gutta Percha and Rubber Mfg. Co of Toronto. The essential qualifications of these tires are a positive locking device, the air all above the rim and excellence of quality and construction. Safety, riding comfort and economy are the results from the use of these tires. Simplicity is also a prominent feature, a wrench being the only tool necessary to attach or remove a tire. As all parts are interchangeable it is impossible to wrongly assemble a tire. The construction of the rim case and tube is such that it is absolutely impossible to strain, pinch or wrinkle the inner tube when applying. These tires cannot roll or creep on the rim, whether inflated or not, the liability of ruining cover when run flat is reduced to a minimum and they can be permanently repaired in case of puncture by the owner on the road. The Rubber Tire Wheel Co. are also agents for the well-known Kelly-Springfield tires for vehicles of all kinds and Weed's patent chain tire grips for snow, ice, mud or sand.

#### A Puncture Proof Tire.

Of the many devices adopted by tire manufacturers to alleviate the troubles of automobile drivers none come in for more favorable consideration than those which are being carried out by the Canadian Puncture Proof Tire Company of Toronto in the construction of their popular protector. Three layers of copper plated crucible steel disks are vulcanized in cushions of pure rubber in such a manner as to present an invulnerable armor to all penetrating objects. The materials of construction are of such unique composition that not only is there no additional heat generated but the heat due to road friction is prevented from reaching and causing damages to the inner tube. It does not impair the resiliency or other qualities of the tire. It is easily placed in position, being simply inserted between the inner tube and outer case, and can be removed with equal facility and used in any other tire of the same size without

cementing or vulcanizing. The experience of those who have used these protectors fully justifies the claims made by the manufacturers.

The Diamond Rubber Company of Akron, Ohio, made a creditable showing of Quick Detachable Wrapped Tread Tires, resiliency and wearing qualities being the chief claims made by the manufacturers. In the Glidden tour forty-six per cent of the cars participating were equipped with this tire.

#### Motor Boats

Automobiles, although occupying probably three-fourths of the floor space of the Arena, were not by any means the sole attraction for the thousands of visitors to the Exhibition. The splendid display of gracefully designed and well equipped motor boats, which come within the reach of many who cannot afford the luxury of an auto, was very much admired and the exhibitors report numerous sales and many promising prospects. One of the largest exhibits was that of H. E. Gidley & Co. of Penetanguishene, who have won an enviable reputation as builders of launches, row boats and canoes. A twenty-five foot launch with standing top, fitted with an 8 h.p. Ferro marine engine was much admired. They also had on exhibition a twenty-one foot boat fitted with a five and a half horse power engine of the same make and a sixteen foot power fishing boat with a two horse power engine. The material and workmanship of these boats are of the very best and their reputation for perfect satisfaction has been the means of building up for the firm a very extensive business. They also had on exhibition several well finished row boats and canoes.

Prospective purchasers of motor boats were very much interested in the exhibit made by McKeough & Trotter of Chatham. The eighteen foot motor shown was greatly admired for its graceful design. This boat had a beam of five feet two inches, was equipped with a 3 hp motor and is guaranteed to run at a speed of seven and a half miles per hour. All the boats of this firm are built of the best material, the ribs being

continuous and the frame of solid white oak. They are made from 15 to 50 feet in length either open or with cabin and in various styles. This firm also had an exhibit of engines which they make from 11-2 to 22 hp of the three port, two cycle type. A special feature of these engines is the ease with which they are started, no handle or cranking being required. One of those exhibited had a quarter section cut out so as to show the complete construction. The crank shaft is of one piece steel forging, the connecting rods are of bronze and all bearings are of liberal dimensions giving the engine extra long life. The bearings are interchangeable and can be replaced at very small cost. The crankshaft on all of these engines is counter-balanced and the engine runs free from vibration. A complete set of accessories is included with every engine. Reliance spark plugs only are used by this firm. This plug sparks under water and will therefore spark under any conditions found in a gasoline engine.

Aside from any difference in price man's motor enthusiasts prefer small craft to large and for such the power can be shown by the Waterman Marine Motor Co. of Detroit was the center of much attraction. The canoe itself while of graceful design was strongly and substantially built and had every appearance of being suited for the very neat five-horse power, two cylinder, two cycle engine that was installed therein. This engine weighed only sixty pounds but was capable of driving the canoe at a speed of fourteen miles. The same motor was shown in one, two, three and four cylinder types of 2, 5, 7 and 10 hp respectively. The lightness of the Waterman engines is one of their special features, those mentioned above weighing from 36 to 90 pounds. This firm had on exhibition one of their outboard motors which can be attached to any square sterned boat in five minutes. Owners of rowboats will undoubtedly find this a great boon. Heavy duty motors from four to twelve horse power were also shown in this exhibit.

To the motor boat enthusiast the exhibit of the Schofield-Holden Machine

Company of Toronto was one of intense interest. A twenty-five foot semi-speed launch with a beam of four feet six inches was much admired. It was equipped with one of their 15 hp engines and guaranteed to have a speed of fourteen miles per hour. The splendid running qualities of "Miss Fidgety," a well known boat made by this firm has established for them a very favorable reputation. The most striking feature of all Schofield-Holden engines is the fine quality of workmanship throughout. The muffler or exhaust chamber of most gasoline engines is replaced by a special form of condenser, made in two sizes, through which all the circulating and bilge water passes, effectually condensing the exhaust gases so that not the slightest vibration from the engine is felt. As a result of this condenser the power of the engine is increased by at least ten per cent. The carburetor has an adjustable throttle and air valve so arranged that adjustments may be made for slow speed and for high speed without one in any way interfering with the other, making the control of these motors equal to that of the steam engine. All their engines are of the two-cycle three-port type one, two, three or four cylinder ranging from seven and a half to thirty horse power. By placing their engines near the front of the boat the man in charge has control of the steering wheel, throttle valve, timer and reverse gear without change of position, thus making it one man control. In the installation of their engines every possible precaution is taken to prevent disaster in case of accident.

Mr. M. L. Butler, of Brighton, Ontario, who has had an extensive experience in launch building with some of the largest American firms, had on exhibition a gracefully designed twenty-seven foot runabout, five foot beam fitted with a twelve horse power Fairbanks motor. This boat has a speed of twelve miles per hour and sells for \$1050. He also showed a twenty-two foot runabout, four foot ten inches beam, equipped with a five horse power Fairbanks motor which has a speed of nine miles per hour and sells at \$525. Launches ranging in size up to 45 feet may be secured from Mr.

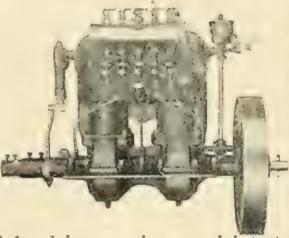
## WATERMAN MARINE MOTORS

Unexcelled for simplicity, reliability, durability. Few parts. Easily understood. Reasonable in cost.

### Here is Model X

(the improved "Kowalsky," formerly made in Verona, Pa.) Two-cylinder, two-cycle. Equipped with rotary timer and multiple sight feed oiler. Built with the cylinders and head in one piece—no joints to leak. Will run in either direction with equal power.

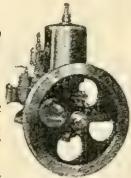
6 H. P., 150 pounds. 10 H. P., 200 pounds.



## WATERMAN CANOE MOTORS

In 1, 2, 3 and 4 Cylinders

Small, neat and complete. Standard type, 2 H. P. Weigh 35 pounds. Drive a canoe 10 to 12 miles an hour. Gray iron cylinder. Spun copper jacket. Aluminum crank case. Float-feed carburetor. Shipped complete, including foundation. Ready to put in canoe. Immediate delivery. Send for catalog. Let us send you descriptive catalog. You don't buy a motor every day. Be on the safe side. Investigate Waterman Marine Motors.



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## HIGH-GRADE GASOLINE LAUNCHES

With or Without Engines  
Rowboats and Canoes

H. E. GIDLEY & CO.

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PENETANGUISHENE, ONT., CANADA

## TAKE ADVANTAGE OF OUR NINE LIVES

YOU do not want doped Batteries with high amperage and SHORT LIFE— BUT you want RIGHT AMPERAGE with LONG LIFE. How about NINE LIVES? such as

## XCELLS

will show. They are made to give LASTING satisfaction. No Battery Troubles with X Cells. No better spark by any other cells.

Years of experience in Europe and in the States, ample capital, LIBERAL BUSINESS POLICY are back of us.

Don't ask your dealer for imported shelf worn dry batteries, get THE Battery made in Canada.

If your dealer does not handle XCELLS, write us, you will get them from us at factory prices.

## ELECTRICAL SPECIALTIES, Ltd.,

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PROMPT SHIPMENTS.

UP-TO-DATE EQUIPPED FACTORY.



Butler and first class work is guaranteed. He also builds power yacht tenders, dinghies, family launches and cabin cruisers. His specifications for the latter are most complete and every convenience is provided.

The Brantford launches, which have made such a good name for themselves, were not represented at the Show, owing to the fact that they have been so largely in demand, the whole stock was cleaned out, leaving not a solitary exception for show purposes. While this speaks well for the Brantford launch it may be stated that many visitors would have liked to have seen one and inquiries were made as to this omission. The Brantford launch, automobile controlled, with its high grade finish, is so much desired by the power boat man that it is no wonder such a clearance should have been effected. Satisfied customers tell others and those who have had experience with this launch do not rest satisfied until they have one of their own. The builder is Mr. N. R. Thompson, Brantford, Ont. whose catalogue should be seen by every one who contemplates the purchase of a power boat—boats which are coming daily into more general use in Canada.

There is probably no place in Canada where so many high-speed motor boats can be seen as on the St. Lawrence River and it was therefore not surprising to find that the St. Lawrence Engine Co., of Brockville, was on hand with a beautifully designed speed hull. This hull, which was twenty-five feet long with a four-foot beam, was equipped with a 3-cylinder 9 h p Brockville engine and a speed of fifteen miles per hour was guaranteed. A fine display of engines ranging in horse power from 2 to 25 was also made by this firm.

A fine 22 foot boat, equipped with one of the firm's double cylinder five horse-power engines was exhibited by the Canadian Fairbanks Company and attracted much attention.

#### Marine Engines.

The Beaudry Gasoline Engine Co. of Montreal, had on exhibition one of their 24 hp four cylinder motors which was

conspicuous for its lightness and the accessibility of its parts. Special attention was directed to the mechanical oiler in connection with this engine—an oiler which will force oil against a pressure of 2,500 lbs. to the square inch. The method of oiling the crank pins economizes largely in the amount of oil and yet ensures positively that they will run perfectly cool. It consists of a ring oiler attached to the side of the cheek of the crank shaft. The reverse gear used is of their own design specially gotten up to obviate some of the difficulties encountered with other gears, the main feature being the absence of tightening bands of any description, these being replaced by cones which will keep all parts of the gear perfectly concentric. The gear is kept in position by the thrust of the propeller both forward and reverse. The range of engines made by this well known firm consists of 4 and 6 hp single cylinder, 8 and 12 hp double cylinder and 16, 24 and 32 hp four cylinder.

Those who know anything about marine engines must be aware of the position taken by the Ferro, an engine manufactured by the Ferro Machine & Foundry Company, Cleveland, O. The exhibit made by the Company secured interest from the known efficiency of these engines and the examinations made by visitors only confirmed the previous good impressions created by the records made. The engines are made in various sizes from the single cylinder 1 1-2 h p which will give a speed of eleven miles per hour in a canoe, or six to seven and a half miles per hour in a sixteen ft. power boat to the three cylinder 25 h p, a very powerful and efficient engine. The many satisfied customers who have expressed the greatest satisfaction with their bargains prove how well every claim of the Company has been made good. Simplicity and efficiency are two of the strongest claims made on its behalf and both have been proved to demonstration. The Ferro motor is more easily managed than the general run of motors and at the same time in efficiency is equal to the best. The power boat owner can speedily become an expert if he possesses a Ferro and such possession will inspire him with a confidence

which will more than double his pleasure in his boat. The moral is a very easy one.

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 The 3 h p Refined Motor manufactured by the Thrall-Fishback Motor Co. of Detroit, was especially admired for its lightness and simplicity. The total weight does not exceed 50 lbs. Each of these motors is provided with a Float Feed Carburetor designed and manufactured expressly for this motor. Owing to the absence of angles or turns there is an unobstructed passage of air directly over the gasoline and into the motor, giving the motor much more power and at the same time reducing the consumption of gasoline. This motor is splendidly adapted for canoes and small boats.

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 Notwithstanding the excellence and variety of the marine engines made in Canada, American engines are very popular among Canadian motorists. This was quite evident from the close examination of the different exhibits made by American firms, not the least interesting of which was that of the Sterling Engine Co. of Buffalo. For substantial construction and beauty of design, combined with reliability and ease of operation these engines occupy a position of which any maker might well feel proud. The Normal Speed Engine made by this firm in forty horse power four-cylinder or a sixty horse power six-cylinder meets all requirements for fast cruisers or working boats. Its many excellent qualities were much appreciated by those capable of judging the merits of engines.

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 Another exhibit of American engines popular in Canada was that made by the Roberts Motor Co. of Clyde, Ohio. These motors are designed with special reference to accessibility and ease of adjustment. The numerous nuts, bolts, and studs seen on many marine engines, are absent in the Roberts design. The carburetor is of the float-feed type and is well adapted to the two-cycle motor. Once adjusted, it will compensate perfectly, giving an even mixture at all speeds and at all loads. The lubricating system is not only simple but effective. One oiler feeds to the inlet manifold and carries oil to every part of the interior of

the motor. The crank-pin is oiled by means of a wick which wipes oil from the side of the case and carries it to the pin acting as a filter at the same time. All the different models made by this firm ranging in horse-power from one and a half to sixty have many points that commend them not only to users but to others engaged in the manufacture of high grade engines.

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 No exhibit of marine engines in Canada could possibly partake of a representative character unless some of the manufactures of the Canadian Fairbanks Company were shown. Visitors were much interested in the display made by this firm. The "Fairbanks-Morse" 1908 model two cycle marine engines in sizes from 2 1-2 hp to 12 hp were worth all the attention they received and the firm reported, as a result of the wide field of inquiries opened up by this exhibit, considerable shipments of engines to the maritime provinces and west to Vancouver. The "Fairbanks-Morse" standard is a high one and every engine turned out by this firm is of recent design made of the best materials and with workmanship guaranteed. Every engine is equipped with elevated timers, and the 1908 type of universal carburetor, providing for a remarkably wide range of speed in the engine. All the electric accessories furnished are of the highest class available. The engines shown were built complete in the Company's new factory at Toronto. A "Fairbanks-Morse" 15 hp three cylinder heavy duty marine engine was conspicuous in this display.

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 Among the exhibits of American marine engines which are rapidly growing in popularity throughout Canada was that of the Buffalo Gasoline Motor Co. Included in this exhibit was the first engine made by this firm ten years ago, the comparison bringing out in a forcible manner the improvements made in gasoline engine construction during that time. Two classes of engines are being made by this firm, the high speed motors from two to one hundred horse power and the slow speed heavy duty engines for deep sea cruisers, fishing boats, small tugs and working boats of all kinds

where ability to stand up under the most severe conditions is the prime requisite. The latter class is made from six to thirty-six horse power. It is claimed that the Buffalo engine will run on one-third less gasoline than any other engine. The 10 hp four cylinder engine included in this exhibit was much admired. This engine was sold for a 22-foot launch with a guarantee of fourteen miles an hour. The slow speed Buffalo motors have been adopted by the Canadian Government for service on the Pacific coast.

#### Accessories.

A most interesting display of motor accessories was made by the Dominion Automobile Company. The beautifully polished searchlights and headlights of several makes were conspicuous in this display, which also included horns of various designs, spark coils and plugs and the hundred and one other necessities for the motor enthusiasts. Many of these accessories excited considerable interest amongst the crowds thronging round the exhibit and it was evident from the comments made that many of them were enthusiastic motorists. Gas generators, tire tanks, jacks and rests, with motometers and speedometers gave abundance of reasons for examinations and remarks, while shock absorbers retained the interest thus aroused.

The Company has a fine automobile repair kit entitled the Champion, and experience has enabled them to make this collection so complete that while it contains every tool needed on the road it does not include one uselese article. As an illustration of the wonderful range of accessories shown by the Company the electric cigar lighter may be mentioned. Auto clocks, auto goggles and numerous other articles, all calculated to add to the convenience and comfort, and consequently to the pleasure, of the automobilist were to be seen in the exhibit which was certainly one of the most complete that could possibly be made, and enabled every visitor to form an idea of the many requirements developed by the use of the automobile. The accessories have become most important in the motorists' outfit and the fine exhibit of the Dominion Automobile Com-

pany showed them in their true position.

The beneficial influence of the growing demand for both autos and motor boats upon many industries firmly established before this fascinating means of locomotion came in vogue was well illustrated in the exhibit of automobile tops, launch tops and wind shields made by the Conboy Carriage Company, of Toronto. Forty-eight years' experience in the manufacture of carriage tops and seat trimmings has qualified this firm for the high grade work now required for the automobile trade. Owing to the enormous strain upon auto tops every item in their construction has to be selected with the greatest care and the exhibit made by this firm proved them to be competent judges of the quality of materials. Proper proportion, style and finish, which contribute much to the general appearance of an automobile, were prominent features of this exhibit. This firm also manufactures complete automobile bodies in wood or aluminum in the white or painted and trimmed ready to fit on the chassis.

Practically all owners of automobiles and motor boats were interested in the Bowser System for storing and handling gasoline. Owing to the many disastrous accidents which have occurred through the careless handling of the liquid any device which tends to make a repetition of such accidents impossible is well worthy of consideration. Safety, economy and convenience were the prominent features of the different outfits exhibited. The pumps are equipped with a self-locking device locking them when not in use, a discharge register which tells the gallons pumped at each operation and an anti-drip nozele cutting off the flow the moment pumping ceases. Outfits constructed on similar principles for the storage of lubricating oils were also shown. These devices are made in Canada by S. F. Bowser & Co. of Toronto and there will no doubt be a growing demand for them among owners of autos and motor boats.

Owing to the extreme importance of lubrication in the operation of automobiles and motor boats there was little

wonder that the exhibit of Panhard oils attracted so much attention. These oils are made in four grades and are highly recommended. The exhibit also included a Transmission Gear Case Compound Anti Fluid Grease, Cup Grease and Graphite Grease, all of which are made by George A. Haws, New York.

The display of the Canadian Fairbanks Company was of an inclusive and representative character. Amongst the many excellent accessories were the Universal Carburetor, the Goodwin submerged exhaust, the Orswell system of ignition, the J. A. G. steering device, and the Hercules Magneto, every one of which engaged the attention of interested people and were fully explained.

A notable exhibit—the only one of its kind in the Show—was the "Fairbanks-Morse" Railroad Motor Car which as one of the pioneers of a movement likely to have wide ramifications in the future proved of the greatest interest and attracted the attention of every visitor.

An interesting display of English windshields was made by the Canadian Show Case Co. These were made up in walnut, mahogany, bird's-eye maple and in brass. Only the best British plate glass is used and the finished product was of such a character as to be suitable for the most luxurious cars.

Although from a theoretical standpoint the mechanical oiling devices in automobiles take care of lubrication an emergency oil gun is absolutely indispensable. The Randall-Faichney Company of Boston made an interesting display of "B" line oil and grease guns which are so constructed that they handle equally well the lightest oils and the heaviest greases. The convenience of these oilers in the reaching of the various oil cups, in the packing of gear boxes and the periodic overhauls and cleanings of the motor will be much appreciated by those who take care of their own machines.

Any device which decreases the operating expenses of an automobile or motor boat or which makes the working of the engine simpler is always of interest. The Gillett-Lehmann Economizer shown at the

Exhibition possesses both qualities. Imperfect carburation is rendered impossible by the invention which varies the pressure in the float chamber of the carburetor in proportion to the speed or load of the engine and thus produces a constant mixture of air and gasoline in the cylinders. It is claimed that a saving of fifty per cent in gasoline has been obtained by the use of the G. L. Economizer and at the same time a more flexible engine is the result.

Motor enthusiasts in Canada will unite in endorsing the use of dry batteries made in Canada provided such can be found to give as good satisfaction as the imported ones. The X Cell Dry Batteries made in Toronto by Electrical Specialties Limited promise to fill a long felt want. The simple test to which one of these cells was subjected at the Show was ample evidence of their long life. A single cell was connected with a bell at 2:15 p. m. on March 23rd and when the Show closed at 10.30 p. m. on March 28th, the bell was still ringing. The strength of these cells is greatly increased by the amalgamation of the zinc. One of the secrets of their success is the absorbent paper which retains the necessary moisture and keeps them alive. They have many other strong points to commend them to all users of dry batteries and the fact that they have been found to be high-class both in the United States and Europe proves that they have successfully passed the experimental stage. Owing to the fact that the raw materials are imported direct from Europe a very considerable saving in duty is effected and the low price of the finished product is an inducement to the consumer.

The Croftan Storage Battery Company claim the distinction of being the only storage battery manufacturers in Canada and their goods, which have been on the market for the past ten years, have been universally satisfactory. The important features kept constantly in mind in designing this battery was the production of one having the highest durability, combined with large mileage, and the large number in successful operation is satisfactory evidence of their success. This firm

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showed also a complete line of lighting and sparking equipments for autos and motor boats as well as a splendid exhibit of French accessories.

Wherever accessories are mentioned no motorist can fail to think of "syntic" the name given to a coil and appearing on other accessories that have often demonstrated their efficiency. The Canadian General Electric Company of Toronto had a fine showing of accessories conspicuous amongst which were many "syntic" representatives. There were numerous coils, each possessing strong commendatory features of its own, the timers were all excellent while the distributors, had qualities every motorist could appreciate. The firm make a specialty of ignition appliances and their magnetos, apple ignition and lighting system, dry batteries, accumulators ignition cables, portable lights, spark plugs were all worth the careful examinations they received. The many other accessories of all kinds testified to the complete arrangements made by this company for supplying every want of the motorist and their very complete and interesting exhibit was well surrounded the whole time. Reversing gears, universal joints, propeller wheels, gear pumps all came in for attention; while the search and other lights made a most interesting show. The whole exhibit was one of the most complete in the show and certainly testified to the complete way in which the Company caters to the motorist's every possible requirement.

Motor enthusiasts frequently bring upon themselves many unpleasant experiences through thoughtlessness in not examining the gasoline tank to ascertain if they have sufficient fuel for the journey ahead of them and some very serious accidents have resulted from carelessness in the use of sticks, rules, etc. for measuring. A very simple mechanical device known as the Webster Gauge tells at a glance the amount of gasoline in the tank and motor enthusiasts cannot afford to be without one. While simplicity is one of its features reliability and accuracy are positively guaranteed. The device is manufactured by the Webster Mfg. Co. of Boston.

The Ernst Automobile turn-table was of interest to many visitors and especially to those connected with garages, factories and exhibition rooms. Ball-bearings are used throughout and the operation is so easy that a mere child can turn the heaviest machine. As all bearings are water-tight the turn-table is a great convenience in washing or cleaning the auto. The manufacturers of this very useful device are Reid & Brown, Toronto, specialists in architectural and machinery castings.

#### Miscellaneous.

The D. Pike Co. Ltd., of Toronto, one of the most reliable manufacturers in Canada of tents, awnings, flags, sails, life preservers, boat hardware, etc., had an exhibit in the motor boat section that proved of interest to most visitors. Sportsmen of all classes will find this firm well prepared to fill their requirements for any kind of an outing.

The attendance kept up well throughout the week. In the morning a considerable amount of business was transacted by the select number in attendance but in the afternoons and evenings the general visitors streamed through and matters became lively. The great strides in the automobile business was patent to every visitor and it was notable how many showed an intelligent appreciation of the points in favor of the various makes of autos, tires, motor boats, marine engines and the numerous accessories. An orchestra played both afternoons and evenings and the visitors found ample to interest them with the beautiful displays inviting attention on every hand. Many gave some notice to Lowney's fine chocolate stall. Looked at which ever way one pleases the Toronto Show was a success, and it is more than probable with such an initial success to its credit the Exhibition will become an annual one.

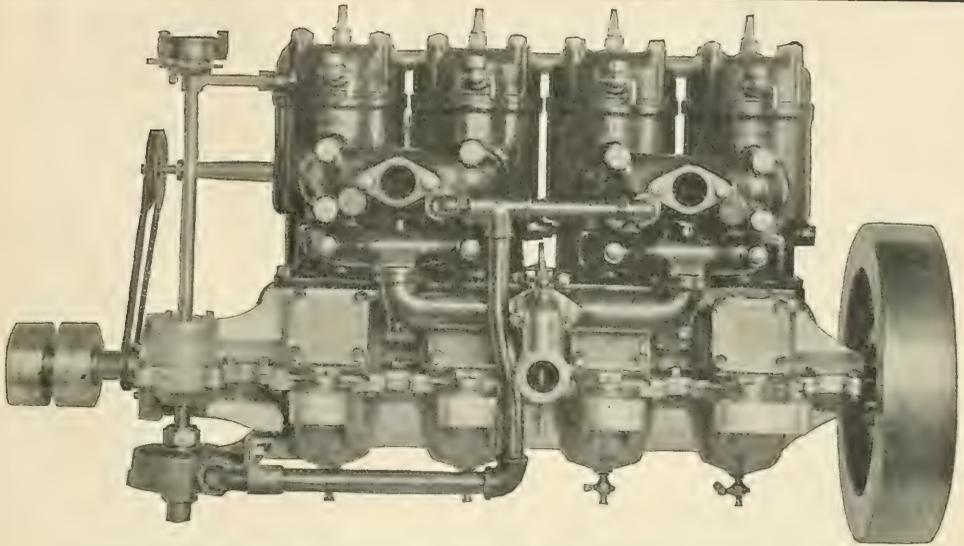
**BANNERMAN**

**Army Auction Bargains**

Tents - \$1.90 up	Old Pistols - - \$ .50 up
Rifles - 1.95 "	Officers' Swords, new \$1.75 "
ARMY SADDLES 3.00 "	Cavalry Sabres " - 1.50 "
Bridles - 1.00 "	UNIFORMS " - 1.25 "
Leggins, pr. .15 "	2 Shot Carbine " - 3.50 "

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**FRANCIS BANNERMAN, 501 Broadway, NEW YORK**



This is a cut of the 30 h.p. Engine that drove "Miss Fidgety", the Champion of Canada, to victory.  
We build them in all sizes.

**For Reliability, Simplicity, Compactness and Finish, get a Schofield- Holden.**

**RECORD:** This engine ran over 5000 miles last season and didn't cost one cent for repairs. You couldn't tell her from a new engine to-day. No, she wasn't built specially, she is just one of our ordinary engines.

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**Auto Insurance.**

Automobile insurance is a matter which no owner should neglect. The loss of a moderately priced car may mean more to its owner, as he is probably a man of moderate means, than the higher priced car to its owner, a man of more extensive means. In either case however insurance is a matter of plain duty and no excuse can be founded on want of opportunity. The Columbia Insurance Company, for whom Messrs. Geo. McMurrich & Sons, 4 Leader Lane, Toronto, are the Canadian managers, issue a policy of the most liberal character which should appeal with effect to every automobile owner. A policy which is wide enough to protect against collision, theft, navigation, fire, lightning, explosion, self ignition and salvage ought not to meet criticism from any one in search of a liberal policy. The Columbia Company, however, goes further. To save all possibility of dispute the value of the car is established for twelve months, and no charge is made for reinstatement after partial loss. Again there is no restriction in the use or storage of gasoline. With all this lib-

erality the rates are reasonable, and therefore no owner should fail to avail himself of such complete protection. this is the pioneer company in the field and has adopted the right policy for establishing, maintaining and extending its position—giving its clients the utmost value for what they pay. A special cash deposit is made with the Ontario Government and there is not the slightest fear that the Company will not live up to its own conditions. See advt on page 1137.



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Advertisements will be inserted in this Department at 2c. a word. Send Stamps with order. Copy should not be later than the 15th of the month.

**SPORTSMEN**—Send one dollar to W. J. Taylor, Woodstock, Ontario, for a Perdew Crow Call, made from red cedar, with German silver reed and band, handsomely polished. Each one guaranteed to be perfect and give satisfaction.

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**FOR SALE**—E. grade Lefever gun, automatic ejector, new, special price, Box P. Rod and Gun, Toronto, Ont.

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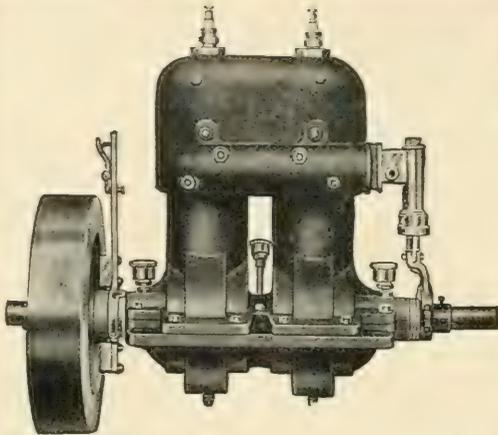
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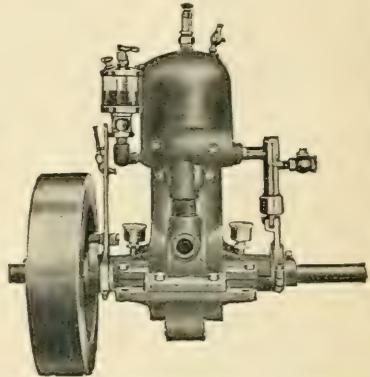
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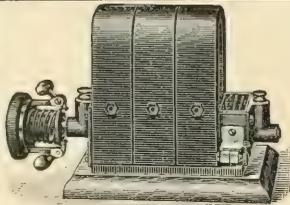
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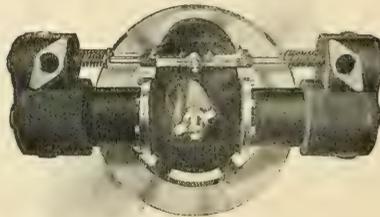
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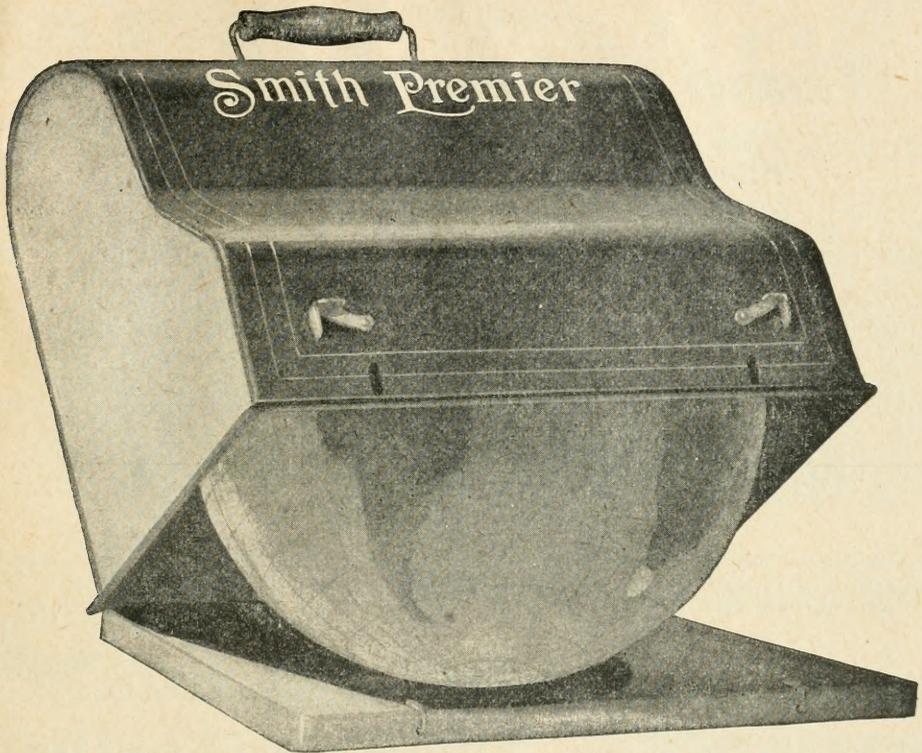
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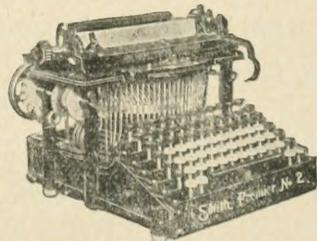
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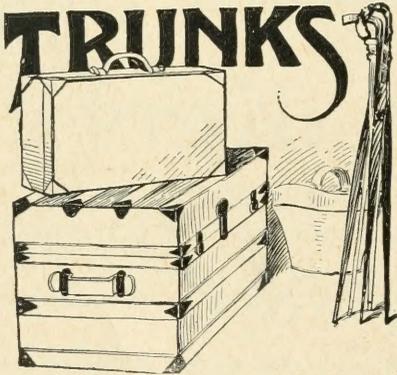
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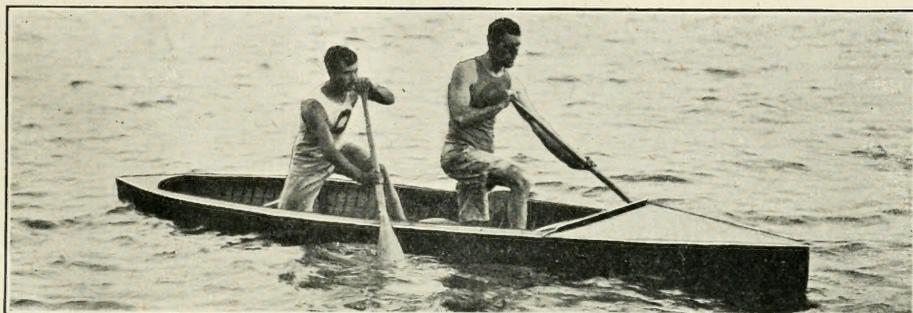
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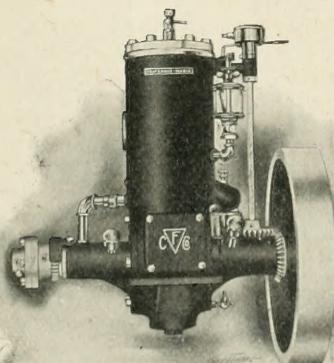
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