

Along the Line of New Railway Through the Canadian Wilderness

THIS is a story of 1,000 men who dropped out of the world nearly three years ago. While a few have come back to civilization, some others will never return, and most of them will be away from their fellows for years yet to come.

Few explorers have endured more hardships and have been in more perilous places than the thousand men who have been spying out the wilderness of northern America and laying out the route of the new transcontinental railroad in Canada. They have penetrated into regions where the face of the white man was never before seen, save for an occasional trader or agent of the Hudson Bay company.

the west by way of the great gateway to the wheat fields—the city of Winnipeg. Going as far as the rails would carry them, they made ready for the long trail, which meant taking not only clothing warm enough for the Arctic winter and cool enough for the Arctic summer, but also tons of canned and dried food, bedding and blankets, tents, knockdown houses which could be packed in wagons and put together without the use of nails. The equipment of one party which has spent nearly two years in the country west of the St. Maurice river will give an idea of what these pioneers required. Besides bedding and clothing, they carried snowshoes, canoes, rifles and shotguns, as well

provisions, which were sent from the border towns and usually delivered at supply depots. Stoutly built of logs, these depots were sometimes located in the territory where a party would be obliged to remain several months, or at a place where the packers of the surveyors could get them after they had been toted out from the settlement.

The line of the Transcontinental from Winnipeg to Moncton in New

Brunswick is to be about 1,800 miles in length. Much of the country is covered with woodland and frequently all the members of a party were obliged to wield axes until the trees and underbrush could be cleared away sufficiently to secure accurate measurements with instruments.

As the winter is so long in northern Canada that the ground is snow covered half of the year, more work has actually been done in winter than in summer, the men traveling on snowshoes and carrying their outfits on sledges drawn by the dogs known as huskies, or by human beasts of burden. The frozen surface of the lake, river and creek often afforded the only pathway.

With the mercury as low as 40 degrees below the zero mark the survey did not cease. Only when a heavy snowstorm made it impossible and dangerous to remain out were operations suspended.

Such was the fall of snow, especially in

other where they could not run rapids or shoot small cataracts.

Most of the accidents that have occurred have been due to the upsetting of canoes or to having them dashed against rocks in the effort to go through dangerous rapids. Beaver dams have been one of the obstacles to navigating these waters of the wilderness. Dams have been found where trees two feet thick had been gnawed through by these animals and felled across a stream, making a barrier which had to be cut away with axes.

The outlet of one lake was found closed by a beaver dam over 100 feet long. Against it has been washed so much driftwood that no attempt was made to cut through it, and the party carried their boats around it.

In the city of Ottawa is a human beehive. It is called the office of the Canadian Transcontinental Railroad commission—the

men chosen by the people of Canada to see that the wheat spot is built. In one of the apartments of the beehive is the man who planned this invasion of the wilderness and who directs every movement of the army of invaders. He is Hugh D. Lumsden, chief engineer of the commission.

One of the best informed men in the world on the geography of Canada, even his lieutenants have discovered in the unknown dominion. One is that the Strong Belt as the man of Canada Northwest calls it, extends far into northern Ontario and along the route of the new railway.

The Strong Belt means a strip of America where the raise the hardest wheat and the strongest work horses in the world—a region also noted for the sturdiness and strength of the people who have been living in it. Much of the big wheat field of Manitoba lies in the Strong Belt, but it also passes through hundreds of miles of northern Ontario.

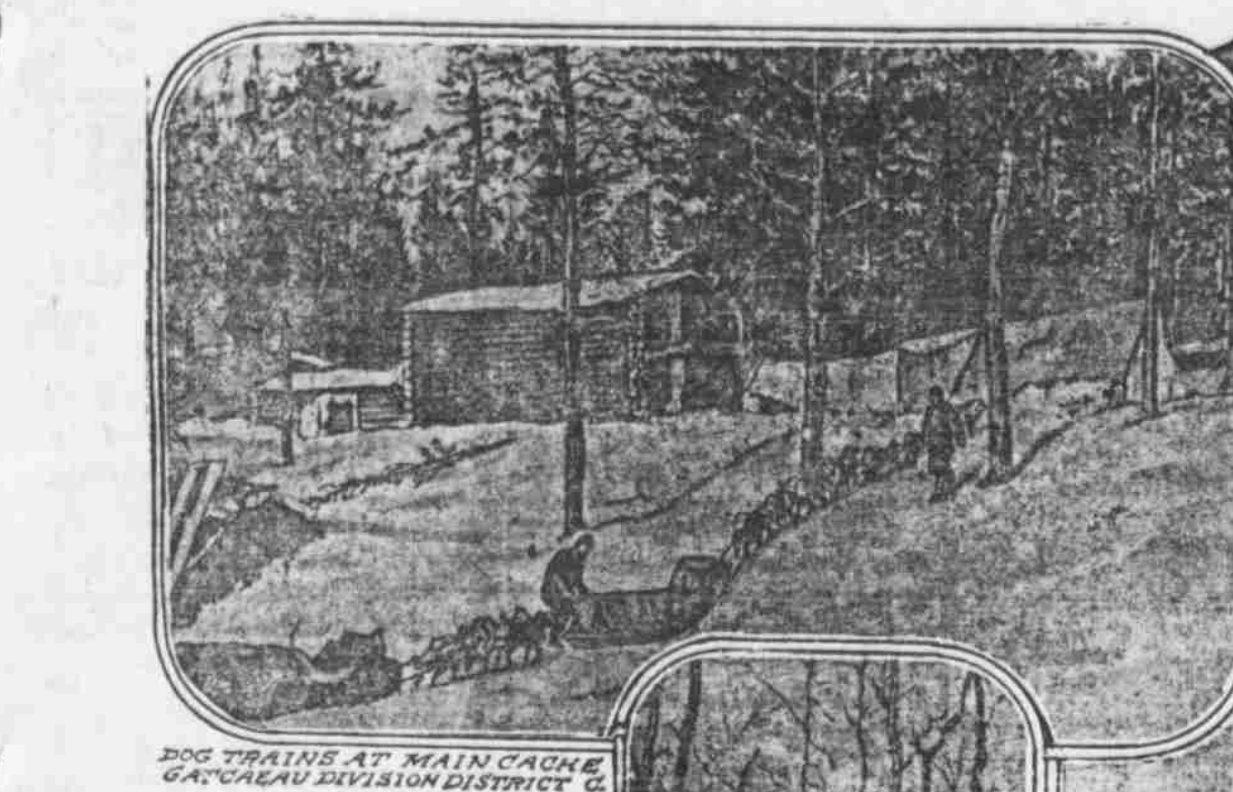
The couriers from the pioneers have been carrying reports to the border postoffice to be sent on to Ottawa announcing that the surveyors have also found many large rivers and lakes hitherto left off the map. They have gone through great forests of hardwood, the existence of which had been unknown. They have found that, like

Manitoba and Alberta and Saskatchewan, much of this country is fit to live in.

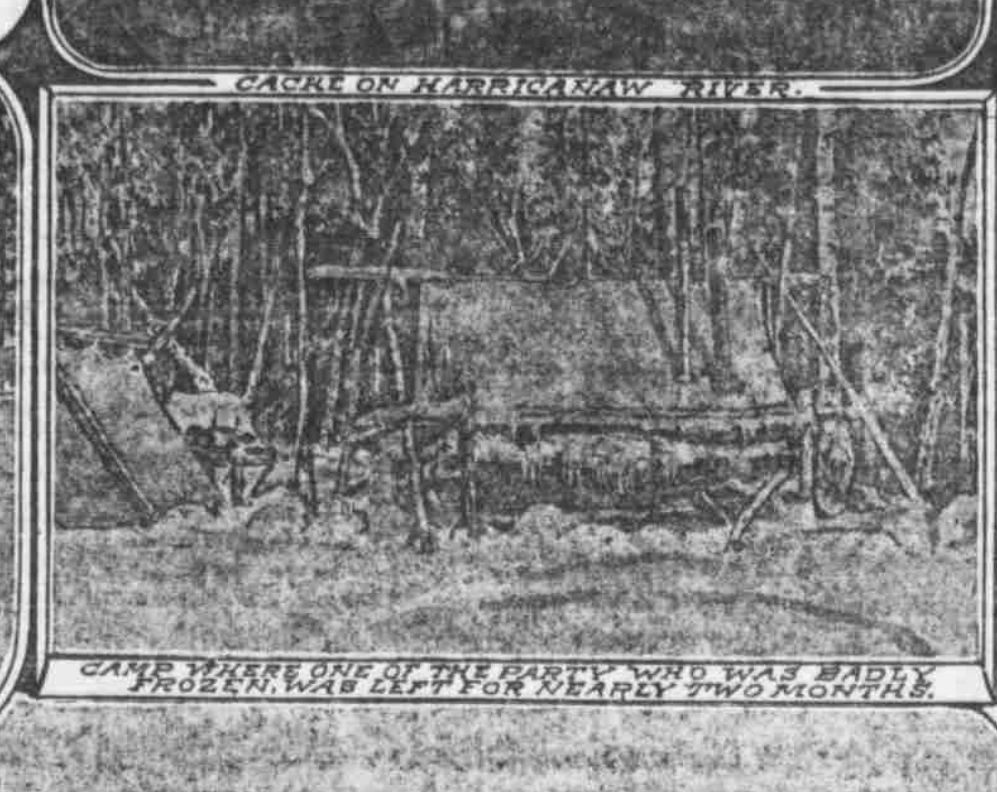
There are many miles of pegs marking the line of the new way of steel which are nearly 200 miles north of the Canadian Pacific railway, and thus far removed from human habitation. Hence it is that some of the men who measured the lines where these pegs are driven have not seen a white face, save the faces of their comrades, since they dropped out of the world in 1904.

But the wilderness may yet be their home for years to come, as only a beginning has been made by the army of graders and tracklayers who are following up that long line of pegs. It is hoped to have trains running across the continent by 1911. Even if the span is finished by that time it means that among the bearers of the transit and level are men who will have been seven years amid the wild.

They sometimes call this the People's road for the portion of the Transcontinental from Winnipeg to the Atlantic is being completed by the people of Canada and they will own it. When the commission to build it was organized, the chief engineer called for volunteers who would be willing to brave the hardships and difficulties for the sake of the country. So the work of the thousand has been partly a work of patriotism.



DOG TRAINS AT MAIN CACHE GATCAEU DIVISION DISTRICT U.



CACHE ON HARRIGANAW RIVER.



SURVEYING IN THE SNOW.



ON THE ATIK RIVER.



CROSSING A PORTAGE.



BY CANOE AND SLEDGE.

The thousand are not honored with the name of explorers. They form merely a surveying corps. It is not likely that a book will ever be written about their adventures, although it would make as interesting reading as the average volume of travel, for their work has revealed a great country which has been practically a mystery to the people of the civilized world—the wilderness of far Canada.

Glance at the map and you will find that the little dots and circles that mark the towns and cities of Ontario and Quebec are clustered in the southern part of these provinces. The line of the Canadian Pacific railroad forms the northern border of the settlement of most of this territory.

Run a line northward across Ontario from the shore of Lake Huron to the waters of James Bay. It measures nearly 500 miles, while Quebec, even from the St. Lawrence river, stretches away as many miles toward the Arctic. Yet the railroad referred to traverses only the extreme southern portions of these provinces, and nine-tenths of their area is a region which has been familiar only to the occasional trapper and trader and the few Indians and Esquimaux who inhabit it—a region where one might go 100 miles without finding even a native settlement.

It is away up here to the north of the Ottawa river, as far east as the St. Maurice river, 100 miles north from Quebec and even in sight of the Albany river, the great water course entering Hudson bay, that the pathfinders for another highway of steel have been living for months and years tracing and mapping out a route for years other spout through the wilderness. In the northwest provinces may flow eastward to the Atlantic seaboard, to be carried across the ocean to hungry Europe.

In the score of expeditions sent out in the autumn of 1904 to find a way for the new transcontinental railroad were over 1,000 white men. They entered the wilderness from the east by way of Quebec and Ottawa, from the south by way of a little railway running a few miles north from Georgian bay on Lake Huron, and from

as fishing nets and lines. Each party was organized into a division in charge of a field engineer. It was assigned to cover a certain area and was made up of several assistant engineers, each of whom had under him a transit man, leveler, chainman, rodman, picket driver and axeman. A mapmaker and recorder went with each party.

These formed the white contingent, but with them went Indians and halfbreeds to pack the supplies over portages and where there were no streams on which they could travel by boat. With each party were one or two feetfooted natives who were used to keep up communication with the rest of humanity. They carried letters between the stations of the engineers and from them to the nearest postoffice.

As fish and game were the only food to be obtained in this country, it was necessary to keep each party supplied with

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Omaha Trade Boosters in the Northwest

(Continued from Page Three.)

ennial for the express purpose of boosting the city along lines similar to those of the Ak-Sar-Ben entertainments held in Omaha each fall. The E-Na-Kops have a parent body called the "50,000 club," which has set a mark of that number of citizens for Spokane in 1906, and the end aims in a fair way of realization.

The remarks of the various speakers were replete in expressions of cordiality and good fellowship and when Governor Mead concluded three cheers were proposed by Governor Sheldon and given with a cheer by the assembled guests.

The boosters arrived at the depot after the banquet barely in time to board their train, which left several minutes behind time, and are enthusiastic in their praise of the hospitality shown by the citizens of Spokane, for which the city has become famous.

Delights of the Scenery.
Delights of mountain scenery have been constantly enjoyed since leaving Spokane and in fact even from Billings. Stops were made by lenient transmitters at many beautiful mountain scenes, and at one place in the Cascade mountains the staff correspondent for The Bee rode on the engine and selected a choice spot on

the banks of the Green river for the taking of a picture.

At Seattle the visitors were taken on a chartered steamer to the United States navy yard at Bremerton and allowed to inspect the new battleship Nebraska, now undergoing final touches for its being commissioned, and which is one of the most powerful seagoing of Uncle Sam's fighting force. Many pictures were taken of the boosters in the battleship, and they inspected the boats from bottom to the fighting towers high up above the hurricane decks. The turrets which will contain the larger guns were a source of much interest, as were the old battleship Wisconsin and the cruiser Boston, which were lying at anchor in the offing. The marksmen of the Boston were much elated over their recent victory in target practice and were flaunting the emblem of their prowess, a large pennant, from the masts of their vessel.

At the navy yard the old battleship Oregon, which was the object of so much interest during the Spanish-American war, when it sailed round Cape Horn to join with the destruction of the Spanish fleet at Santiago, is being dismantled, and the Omahans were allowed the privilege of viewing it at close range and inspecting the dents made in the armor by Spanish

cannon balls. One million dollars has been spent in the repair of the Oregon, but its disposition is still a matter of doubt, as it is believed to have outlived its usefulness as a fighting craft.

Another object of great interest at the navy yard was the immense drydock used for repairing the vessels of the Pacific squadron. This is the largest drydock on the Pacific coast and is in constant use. It is the only drydock large enough to be used for repairing the great steamship owned by James J. Hill of the Northern Pacific, the Minnesota. This great steamer has a capacity for freight of 14,000 tons, the largest freight capacity of any boat afloat, and the Omahans obtained a fine view of the vessel, as the return trip to Seattle from the navy yard was made along the water front. The capacity of this great steamer whose sister steamer, The Dakota, was sunk off the coast of Japan recently, can best be realized when it is said that it will carry the freight of more than 1,600 freight cars.

Seattle a Chilly Proposition.
Seattle was one of the most interesting cities visited, but the citizens are anything but cordial, and less than 100 attended the reception Friday night at the Commercial club, even though the reception was honored by the presence of the governor of the state of Washington, as Governor Sheldon. The Seattle citizens are all bustle and hurry and, apparently, too busy to devote even a few minutes of their valuable time to courtesies to their guests, notwithstanding the presence of their own governor. Most of the attendants at the Seattle reception were members of a Nebraska club, which has been organized in Seattle with 200 members, and this was the only city visited where the citizens did not turn out en masse.

Seattle is an unattractive city of hills and bluffs, but many fine buildings of ten to fifteen stories are being erected, and the business of the city is certainly on the upswing. The natural advantages of Tacoma for harbor and railroad facilities are much greater, and with proper development the boosters are of the opinion that Tacoma will eventually outstrip Seattle in the race for commercial supremacy.

Star Fish as Companions.
Amusing features have not been lacking on the trip, but the climax was reached last night during the ride to Portland from Tacoma, when several of the popular excursionists were entertained with strange bedfellows. Two ways of the excursion party obtained several slimy and wriggling starfish at Seattle, which they distributed freely between the sheets of several beds and when the owners of the berths retired and placed their naked feet against the starfish the subsequent commotion caused a small panic. This incident is only one of many had and the chief feature of the excursion has been the entertainment derived by all members of the boosting party.

Prattle of the Youngsters

Fred—Papa, where is Atinas?
Papa—I never heard of any place by that name Fred. Why do you ask?
Fred—Oh, I read in the paper about an explosion that blew two men to that place.

Teacher—Willie, what are the seasons of the year?
Willie—Winter, spring and fall.
Teacher—You left out summer.
Willie—My pa says he don't think we're going to have any more summers.

Why, Matilda where did you get that pretty ring?
Uncle Joe gave it to me.
Is it a diamond?
Course it is. Uncle Joe paid a quarter for it.

Little Wilhelmina—My teacher says our conscience is what tells us when we do wrong.
Little Sylvester—Well I don't care—just so it don't go and tell mamma.

Little Ethel—Mamma, don't people ever get punished for telling the truth?
Mamma—No, dear. Why do you ask?
Little Ethel—Cause I just tooked the last three tarts in the pantry and I thought I'd better tell you.

Polly (admiring the wonderful creations in the shop window)—Don't you wish you

had one of them nice feathers to wear on your hat?
Kitty—No; I don't believe in wearing birds' feathers. My mamma's a member of the Audible society.

George was reproved by his teacher for laughing out loud in the school room, when he apologized by saying:
I didn't mean to do it; I was just smiling, when all of a sudden the smile busted.

The Minister—I suppose you are a good little boy, Willie, and do everything your father tells you?
Willie—Peck—You bet I don't. Mother wouldn't do a thing to me if I did.

First Little Girl—When you grow up are you going to advertise for a husband?
Second Little Girl—No; I'm going to be a widow. They don't have to.

Teacher—Eddie, what makes the grass grow?
Eddie—The grass has blades an' with these it cuts its way through the ground.

Fond Mother—Johnny, what are you going to give the little boy next door for a birthday present?
Johnny (remembering a recent difficulty)—I know what I'd like to give him, but I ain't big enough.



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Prof. Dr. P. Bauer, Berlin, Germany says: "The water in beer quenches the thirst, the carbonic acid refreshes, the extracts are nutritious, the alcohol (3 3/4%) furthers digestion, the mineral salts build up the bones and the extracts of hops act as a tonic."

Peerless—Bottled only at the brewery and has always been a beer of commanding superiority. Ask for it if you would have the best going. Sold everywhere. A fine home beer. Order a trial case delivered this very day. Delicious, invigorating, sparkling, snappy.

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