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These Things We Note

(Continued from Page 1)  
here, timber, power and minerals  
together with slow, quiet deter-  
mination. They'll not dive in so  
fast as they might, but they will  
not dive out so fast, either.

Hope B. C.: City people write  
the travel brochures and dilate on  
the beauties of the scenery when  
half those who come would find  
city sights more interesting. At  
the written behest of these writ-  
ers we have seen canyons  
and rivers and bays and hills  
when people and stores are prob-  
ably more different from the  
norm. Victoria tries to be English  
and Vancouver tries to be like the  
states.

Oddly even the nations B. C.  
provincial refers to visitors from  
the states as "Americans" which  
is true but not distinctive because  
Canadians are as American as  
anyone. There should be a name  
for residents of the United States  
and it may be remembered that  
a few years ago an effort was  
made to find one with the result  
that Unistatian was the best of-  
fered. That, being plainly impos-  
sible, the project failed.

Vancouver is about the size of  
Portland and is the principal city  
of a province of 366,000 square  
miles, almost four times that of  
Oregon. There is almost every  
natural resource and now in the  
far north, close to Prince Rupert,  
the big Klitmat aluminum pro-  
ject is starting. Rivers have been  
dammed to flow backward and  
waters rushing through a  
long tunnel will make the elec-  
tricity.

Shops in Vancouver are said to  
be closed all day Wednesday but  
they are not. The huge Hudson  
Bay company store doesn't close  
and the chain stores are open and  
many of the smaller stores indi-  
cating that perhaps the urge for  
leisure is succumbing to the urge  
for dollars.

There is a sales tax of five per-  
cent here, three for general pur-  
poses a part of which goes to mu-  
nicipalities, and two for hospital-  
ization. Any one can go to a hos-  
pital for one dollar a day. Then  
United States money is discount-  
ed three or four cents which  
makes buying in Canada an ex-  
pensive matter.

A sales tax is based on what  
you spend and an income tax on  
what you earn. Oddly, the way  
the tax is figured, people spend  
more than they earn.

Hope is 88 miles east of Van-  
couver, right up the Fraser river  
through some fine level bottom  
land. Here it is narrow and here  
the river comes down from the  
north. This town is new, new  
streets, new business buildings,  
new motels. The valley is nar-  
row here and the mountains rise  
3000 feet right off the valley  
floor with snow still atop them.  
If there is anything in Switzer-  
land like this it should be photo-  
graphed.

Kamloops, B. C.: Non-travelers  
who learned their facts about Ca-  
nada from their old geography  
books are in for a shock. Tem-  
perature figures from the latest  
paper give Los Angeles a 74 and  
Kamloops 79. Kamloops, although  
once a Hudson Bay post is now  
a city of 11-13,000 depending on  
the teller. It has more new hous-  
es abuilding than any town if its  
size so far seen. There are hun-  
dreds of them, whole blocks alike  
except for the color of the front  
door, new business blocks.  
Instead of eating caribou meat  
and beans with a few Shuswap  
squaws, one may dine in five  
courses served by as pretty a  
waitress as any Broadway may  
boast.

Kamloops has five lumber mills  
and three produce processing  
plants—and what is the principal  
vegetable: tomatoes. They are  
ripe now and there are hundreds  
of acres of them together with  
many of beans, corn, cucumbers.  
All that in the "frozen" north.

From Hope the Fraser river  
comes down from the far north  
to make a right angle turn to-  
ward the coast. For 100 miles it  
is a turbulent river, running be-  
tween steep banks of hard rock,  
hard enough to resemble marble  
or granite in places, the very

bones of Mother Earth. The Ca-  
nadian Pacific and the Canadian  
National railways have carved  
(and carved is the word) rights of  
way along either side. At one  
place they cross the river almost  
at the same place. The highway  
must sometimes climb afar up the  
steep sides and it is narrow al-  
though paved all the way. The do-  
minion government is building  
roads as fast as it can.

At Lyttel the Thompson comes  
into the Fraser and it is a big riv-  
er, twice as large as the Deschutes  
and twice as swift. By Ashcroft  
it has widened out and slowed  
down and produce patches bright-  
en its little bottoms, Chinamen  
owned and operated.

At Kamloops there is also a  
good tourist trade, the business of  
two railroads, the CPR going on  
east and the CNR turning up the  
north Thompson to Jasper and  
across to Edmonton, and a lot of  
very good cattle. There is also an  
Indian school and building, build-  
ing, building.

Cold in the winter? Maybe 20  
below. Snow? Not much. Yet the  
mountains tower 2000 feet and  
some are snow capped here in  
August. The fertile valleys are  
narrow.

Revelstoke, B. C.: For two days  
we have driven through the Cas-  
cade and Rocky mountains in Ca-  
nada and have found no elevation  
over 1600 feet, in fact 1503 was  
the reported top. The engineers  
for the Canadian Pacific found  
gaps through the mountains ex-  
cept the Selkirks which lie within  
the great bend of the Columbia. It  
comes from Montana, flows north  
to 100 miles north of here and  
turns back toward Washington  
and it is already a majestic river,  
even here. To get through the Sel-  
kirks the railroad goes through a  
five mile tunnel, drilled since a  
slide ruined the road and killed  
many workers.

From Kamloops the road stays  
almost level around numerous  
lakes until it drops down into the  
upper Okanagan valley, a wide  
and fertile basin filled with dairy  
cows, hay shocks and again to-  
matoes and corn. The summit of  
the pass between the Okanagan  
and the Columbia rivers is the  
1503 foot high Summit lake, from  
which water might easily run  
both ways. The distance is 40  
miles between valleys.

At Revelstoke the industry is  
mining, once zinc, now stopped  
because of price, and silver and  
lead, now starting, lumbering,  
tourists and railroading. Tourists,  
of course. A town of 3500 and modern  
except that it still puts up  
with mosquitos. They are the  
civic curse, this year anyway.

Canmore, Alta.: Around the big  
bend of the Columbia is an inter-  
esting and unexpected trip. We,  
who are used to seeing the banks  
of the Columbia barren and rocky  
found it fully wooded, so much so  
that the river is seldom seen. Dis-  
tances in Canada are indefinite,  
probably because so much road  
building is going on. From Revel-  
stoke to Golden, the big bend  
drive, is quoted at from 177 to 202  
miles and it is about 190 or a little  
farther, all through rather small  
fir and cedar timber, all gravel  
road although treated with some-  
thing that eliminates dust over  
most of it.

At the farthest point north is  
boat encampment and a bridge  
taking one across to the east side  
again. David Thompson, that ac-  
tive agent of the Hudson Bay com-  
pany found the spot in 1811. Later  
big canoes from Fort Vancouver  
slowly made their way up the Co-  
lumbia to Boat Encampment to  
meet fur traders with furs from  
what is now Prince George and  
Dawson creek, and with them, pad-  
dled back down the long river to  
what is now Vancouver, Washing-  
ton where Dr. John McLaughlin  
counted their stores.

On the eastern side there are  
several small streams coming  
from glaciers with a heavy load of  
big gravel that is filling the can-  
yon until it is wide and needs  
longer bridges. Geologically, it is  
new with steep hills, swift  
streams and rapid erosion. These  
streams add to the volume of the  
Columbia which is already a size-  
able river, even as it flows around  
the Selkirks in its big bend.

At Golden traffic is held up be-  
cause so much road work is being  
done in the 30 mile long Kicking  
Horse canyon. When the men quit  
at five (daylight saving time) traf-  
fic can resume. It is a dusty trip  
but the road will be worth it  
when done. Golden, itself is a fron-  
tier spot, filled with young con-  
struction workers, miners and  
loggers.

Scenery through the pass can be  
described as wonderful so steep  
are the sides and so swift the riv-  
er. It will always bring more  
"Ohs and Ahs" from easterners  
than those who have driven to the  
Deschutes.

Lake Louise is pretty, flanked  
on either side by high hills and  
with a pretty snow covered hill  
for a background. It might have  
become a beauty spot without the  
careful attention of the Canadian  
Pacific railroad which promoted  
it. The hotel (or chateau) is as  
magnificent an ego sharpener as

has recently been seen.

At Banff the whole northwest  
was clamoring for rooms, the  
streets were literally packed with  
cars, driven and parked. Even pos-  
session of a Cadillac didn't as-  
sume parking space for the decen-  
t body. At Canmore, 15 miles  
toward Calgary some space was  
available and others slept in their  
cars.

Canmore is a coal mining town  
with naturally, a coal mining pop-  
ulation.

Shelby, Montana: Here in the  
long ago Tommy Gibbons and  
Jack Dempsey fought for the  
championship of the world in a  
makeshift arena on some of the  
many hills around the town. That  
was Shelby's claim to fame until  
oil was discovered between here  
and the 35 mile away Canadian  
line. While the oil flows somewhat  
reluctantly it keeps up an indus-  
try and brings in money.

This morning, west of Calgary  
a band of mountain sheep strolled  
across the highway while cars  
stopped to watch. They were all  
ewes and lambs although the cor-  
rect term may be does and fawns.  
Calgary, 150,000 population,  
laid out on the square on the  
edge of the great western prairie,  
is the business center of the arid.  
Like other Canadian cities it has  
a block of Hudson Bay company  
store. Like cities in the states Ca-  
nadian cities are filled with  
chains.

The road south leads along the  
foothills for miles until it gets out  
into the prairie. Farther into the  
flat land at Lethbridge where  
wheat looks fine. There is some  
irrigation there and sugar beets  
and cattle feeding.

Across the line into Montana  
the country gets rough and the  
crops look less promising. It  
needs the bountiful lakes of Ca-  
nada. Here the lightning is crack-  
ing and the rain pouring as the  
grain is ready to thresh.

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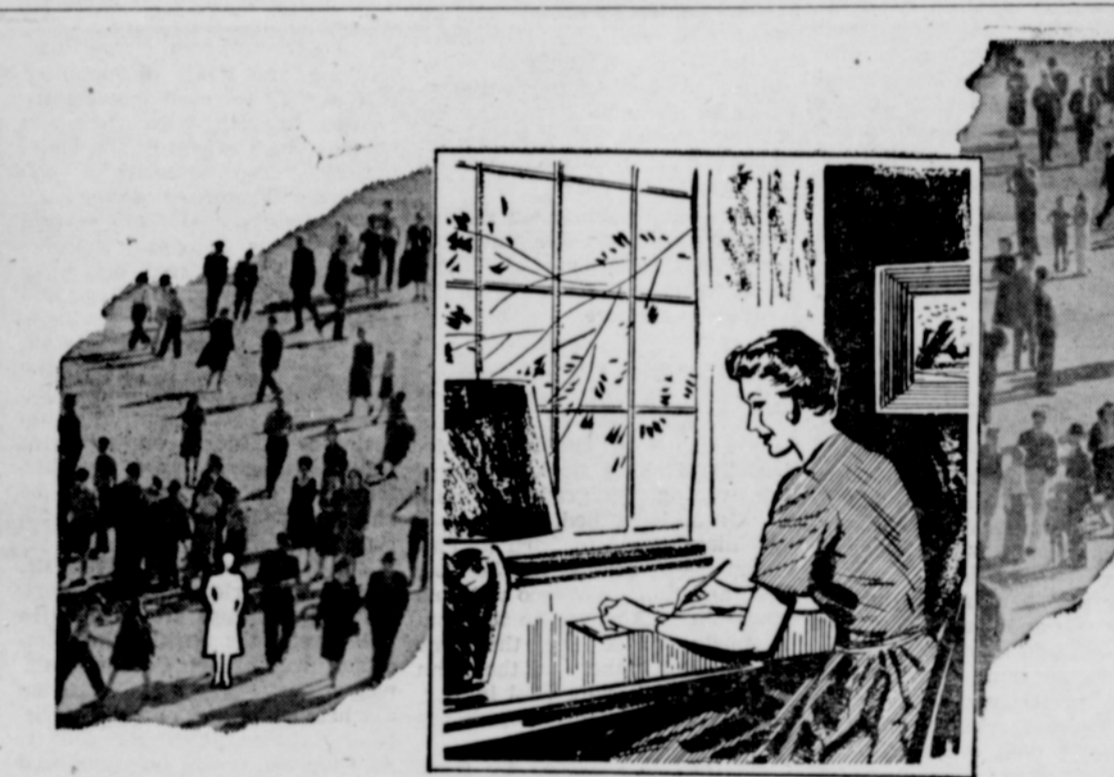
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