

THE CHRONICLE PICTORIAL PAGE

Roman Gladiators a la 1925



MEMBERS of the Tehevsuri—hillsmen of Georgia in Trans-Caucasia—evidently found much inspiration in the metallic uniforms worn by Roman gladiators of old. At least, they've adopted almost the same type of spangles with a metal headress and face screen added. In the above picture, you see them going through gyrations symbolical of their native war dance.

Watch Your Beaux—Girls!



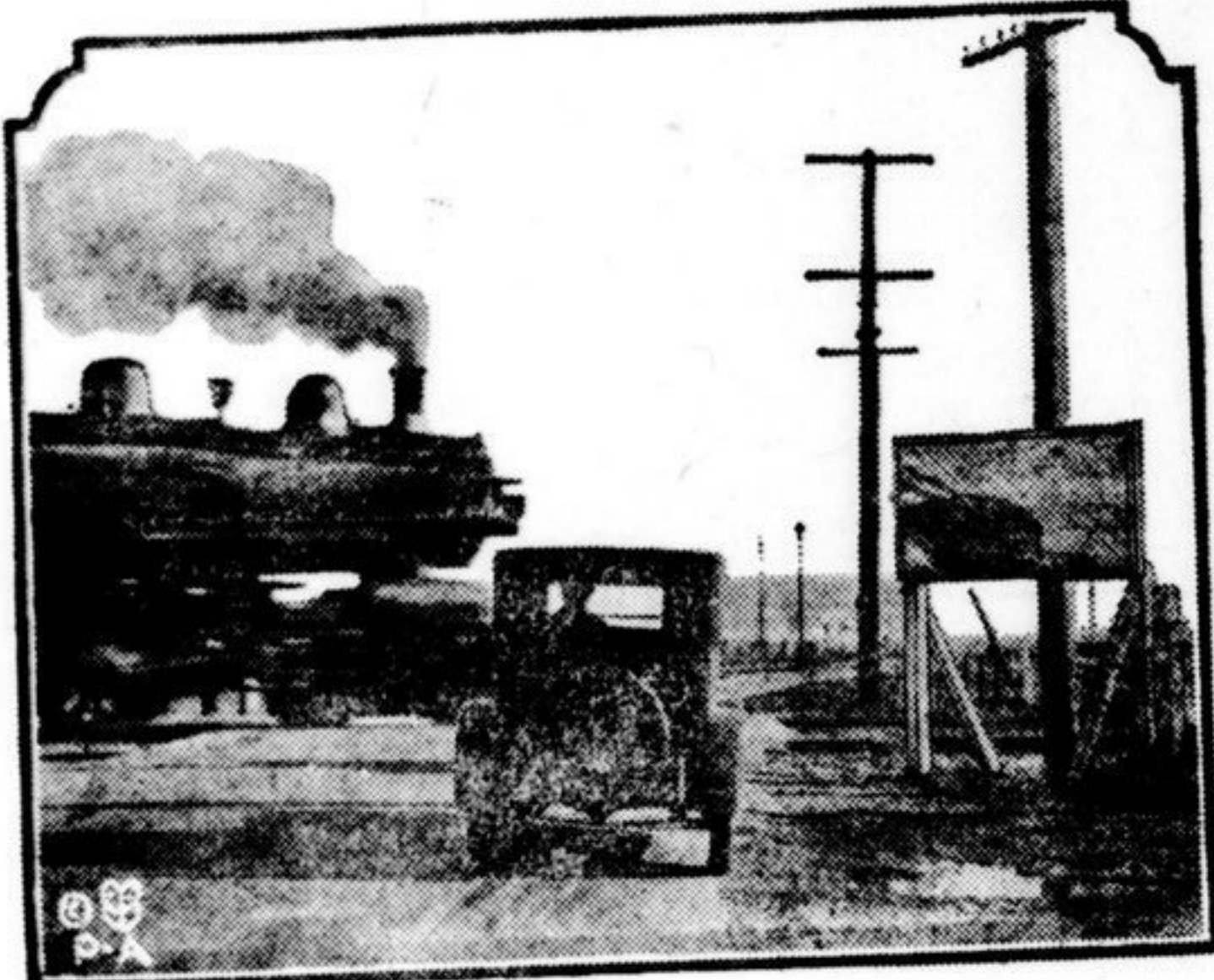
JUST a minute. Just a minute. Don't get excited. Ha! Ha! We were just fooling you. This sweet, petite, cute, husky "damsel" is a HE! Now that that's out and you've caught your breath again, let us tell you something about her—beg your pardon—him. She—there we go again—he is Dan Warner of Pontiac, Mich., who usually is cast for some feminine part in dramatic presentations at the University of Michigan. And they say he is quite an adept at playing the eternal feminine, winning his audiences—by a close shave.

What Milady Should Be Wearing These Days



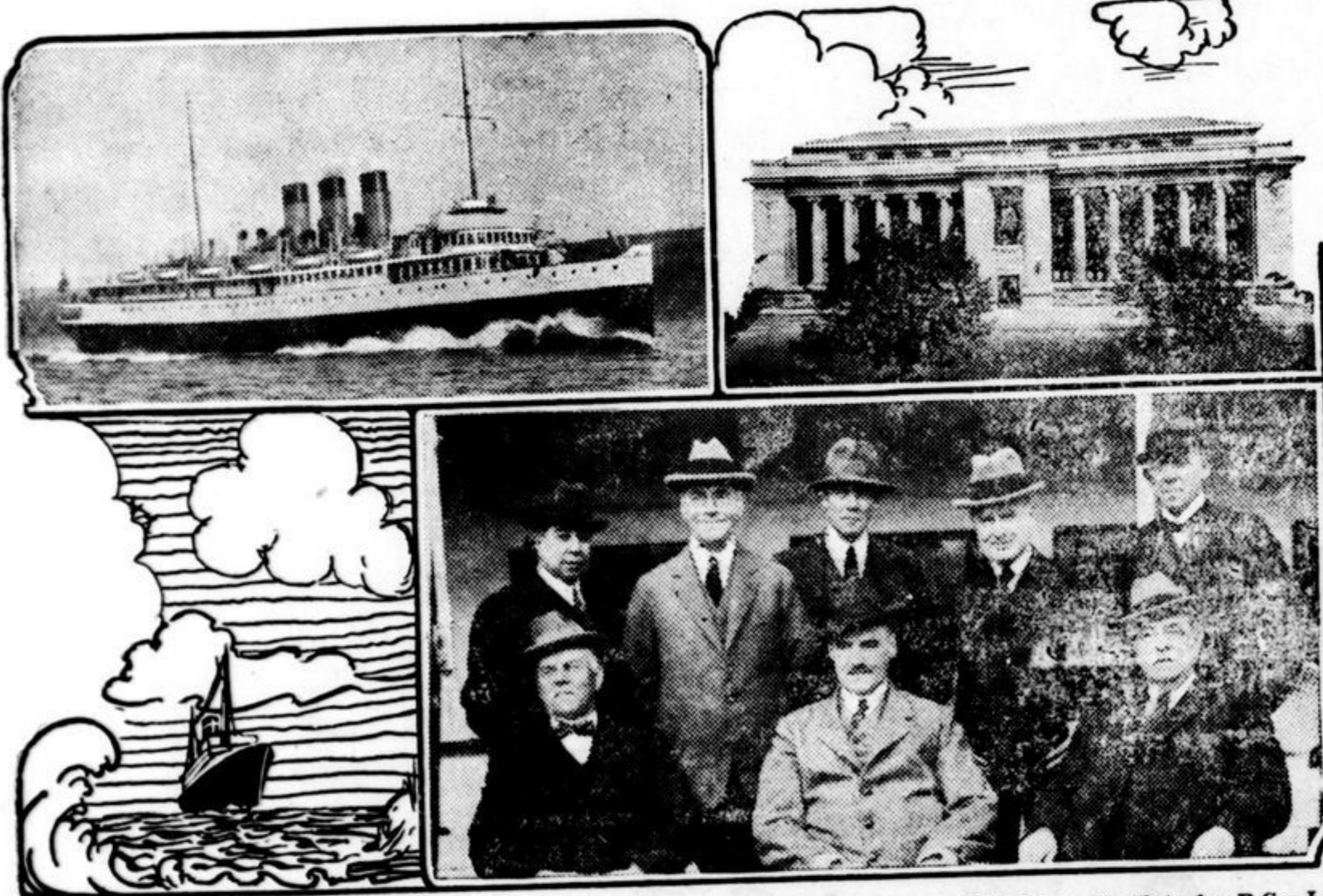
WHILE joyfully anticipating the warmer days of Spring, Milady should use precaution in not donning the silks too soon. The month of March is none too certain in its warmth, and its possible unsettled weather conditions must be taken into consideration when dressing for the out-of-doors. Knitted outerwear, the designers have decreed, is the vogue for early Spring. Like the attractive garment shown above. It is a trim tailored suit of tangerine mohair which accentuates the masculine lines with a smart little two-button vest of matching color.

Making Railway Crossings Safe for Motorists



THE Southern Pacific Railroad has taken the initiative in making railroad crossings safer for motorists. The new device is a series of four mirrors placed at a blind curve at such an angle as to afford the motorist a clear view of the highway. The above photo shows one of the mirrors in actual use. The picture was made just as a locomotive was crossing the highway. The tail end of the train can be seen reflected in the mirror.

Victoria Marks New Steamer's Arrival by Dinner to Pioneer of Coast Shipping

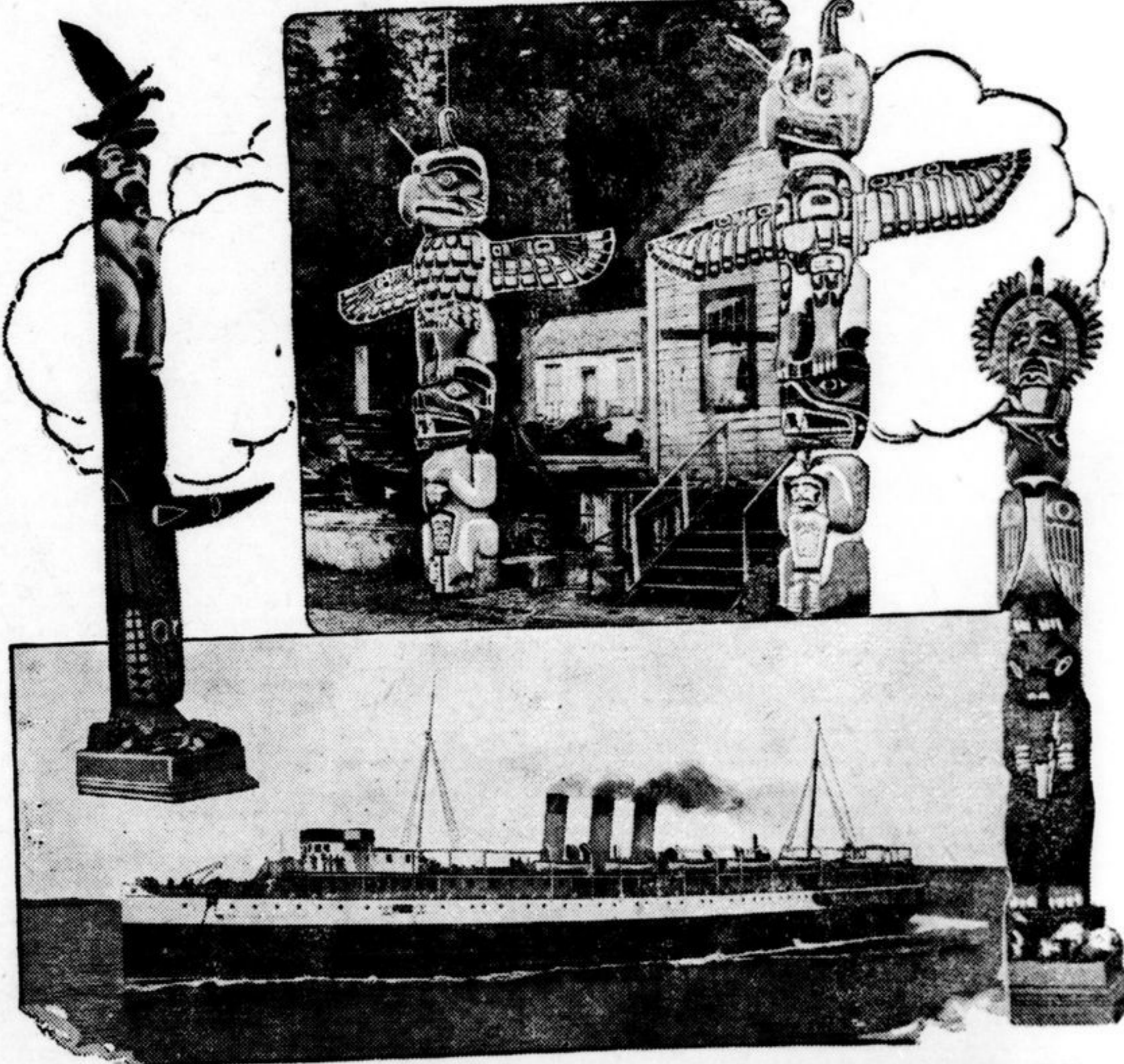


Group of Canadian Pacific Officials photographed on board the S.S. Princess Kathleen at Victoria, B.C.—Left to right, top row: W. H. Saell, general passenger agent, Vancouver; Charles Murphy, general manager western lines, Winnipeg; Captain R. W. McMurray, who brought the Kathleen from her home base, Vancouver; Captain C. D. Neroutos, marine superintendent at Victoria; J. J. Scully, general manager, eastern lines, and Captain A. D. Neroutos, marine superintendent B.C. Coast Service.—Seated: Captain J. W. Troup, manager of the company's B. C. Coast Service; Grant Hall, vice-president of the Canadian Pacific Railway, Montreal; and C. H. Temple, chief of motive power, Montreal. Above, Princess Kathleen in action, and the Canadian Pacific Marine Terminal Building, Victoria, B.C.—a handsome new building which does not detract from the beauty of the water front.

The arrival of the new Canadian Pacific coastal steamer "Princess Kathleen" at Victoria, B.C., at the end of her lengthy trip from the Clyde, Scotland, where she was built, was made a public event by the residents of that city. Crowds met the ship when she steamed into the harbor, and the occasion was marked by a civic dinner to Captain J. W. Troup, manager of the Canadian Pacific British Columbia Coast Service, which was attended by two hundred citizens. As a recognition of the Provincial Government. The company was represented by Vice-President Grant Hall, J. J. Scully, general manager eastern lines, and C. H. Temple, chief of motive power and equipment, who crossed Canada from Montreal to be present, and Charles Murphy, general manager western lines, Winnipeg. As a recognition of his many years' effort in contributing to the upbuilding of Victoria, Captain Troup was presented with a massive silver tray suitably engraved. In returning thanks, Captain Troup told the history of the company's coastal steamship service since 1901, when he had taken over its management. At that time it represented an investment of about \$250,000, whereas, he said, it now amounted to well over seven million dollars, while its expenditures in Victoria for equipment and supplies amounted to \$43,000 monthly and Victoria's share of the monthly pay roll was \$65,000. He told of the building up of the fleet, ship by ship, as growing trade warranted. Captain Troup concluded by remarking that the officers and men of the Canadian Pacific were

partners with Victoria and other Canadian cities in building up the tourist traffic and general trade of Canada, and that the future of the country could be assured by co-operation with the company in its national work. Mr. Grant Hall, who represented President E. W. Beatty, told of the company's history and of its building as a national institution at the time of Confederation when it contracted to build the line and operate it in perpetuity. He told of the steady improvement of the property by the expenditure of many millions until it represented an investment of considerably over a billion dollars, and he referred to the company's reputation for efficiency and courtesy of its officials that has gone round the world. "The Canadian Pacific," he said, "is the largest contributor to the finances of the nation through taxation, and we expect to be judged and patronized on justification given in service." Mayor J. C. Pendray, speaking of behalf of the city of Victoria, acknowledged the work done by Captain Troup and the company for Victoria and the Pacific Coast generally, while C. P. W. Schwenger, president of the Chamber of Commerce, in presenting the silver plate to Captain Troup, paid a tribute to the vision and determination of the men who had founded the Canadian Pacific. Dr. MacLean, Provincial Minister of Finance, spoke on behalf of the Government and referred to the company's war record which, he said, was one of the brilliant illustrations of the readiness of the company to co-operate for the public good.

Keystone of Northland is Mystery



A typical coastal Indian Village scene. Left and Right, Hesquiat Indian totem poles now owned by W. C. Bannister of Vancouver. Below, The Princess Charlotte, one of the Canadian Pacific fleet which plys the Alaskan route.

Mystery it is said, is the keystone of the north. Mystery and silence. And because of its mystery there will always be an attraction, something to draw men on and hold them. For it is no mere legend that the north ever calls back those who have once lived in the snow and the mountains, or through an Alaskan summer. What is true of Alaska is also, to a very great extent true of the east and western shores of Vancouver Island and of the northern mainland shoreline. Scarcely has one left Vancouver or Victoria than there dawns the feeling that here is a new life opening out. As everywhere there is charm, so also is there mystery. One stops off at little coastal villages to explore, or perhaps to fish or hunt, or study native life or industry, and the first thing that one runs into is the mysterious totem pole, that Indian "family tree", which has great significance in the aboriginal history and life of the Indians of the Coast, but which conceals its strange tales from the uninitiated white man. Two striking examples of Indian art, totem poles which are said to be among the best on the Pacific Coast because of their excellent design, legendary and historical importance, have been brought from the west coast of Vancouver Island to Vancouver, B.C., where Mr. C. Bannister, who secured them from the Indians, has erected them in front of his home. They were made by the Hesquiat Indians and illustrate native legends and tribal history. The Hesquiat Indians lay claim to being the first natives to see the white man in British Columbia. The tribe's legend of the seeing of these men dates back to 1788. The story told by these Indians is: "Two Indians were travelling along the west coast in canoes and in a light mist. Suddenly out of the mist there loomed a giant canoe with white wings and skulls hanging from them. All over the decks of the boat scrambled strange-looking creatures such as they had never seen before. They had white faces and stone feet. "One of the strange palefaces took a long stick and pointed it in the air and it spurted fire. Immediately a seagull fell dead. "The two Indians in the canoe never recovered from the shock of this quick succession of strange and terrifying scenes and died on the spot." The totems which Mr. Bannister has secured exceed twenty feet in height and have been set in concrete bases. The Great Eagle on the top of one of the poles was looked upon by Indians as a deity and is seen bringing the whale, which is also an emblem of great strength, to the powerful chief, Cee-Ta-Ka-Nim who was famous as a whale hunter. When a potlatch, or great giving away feast was held, all of the people of the tribe would gather in the lodge of the chief and a human skull thrown in amongst them. The man who was able to get out of the lodge with the skull was the hero of the potlatch and received the greatest measure of gifts and attention. Cee-Ta-Ka-Nim evidently accomplished this feat as he is seen holding the skull in his hands. The large killer whale beneath is part of his family crest or emblem. On the other pole the top figure is the official dancing mask of the Hesquiat chief. Beneath is depicted the legend of the Kingfisher and the Great Bear. The kingfisher was looked upon as a great prevaricator and boaster. One day the bear was walking by a creek where the kingfisher was fishing. The Great Bear said "Tam-Moo-Kee, you are always boasting to everybody of what you can do, yet you never seem to do anything. Now you never hear me boast, but I will show you what I can do." He stood up on his hind legs and started to draw a serpent out of his stomach much to the astonishment and amazement of the kingfisher. In nearly all Indian legends the characters took on a dual personality, and were able at any time to change themselves into birds, animals or fishes.

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