

# The Romance of the Okanagan



"The Cecil Rhodes of the Okanagan" has been the title given Mr. J. M. Robinson of Naramata, Okanagan Valley, B. C.

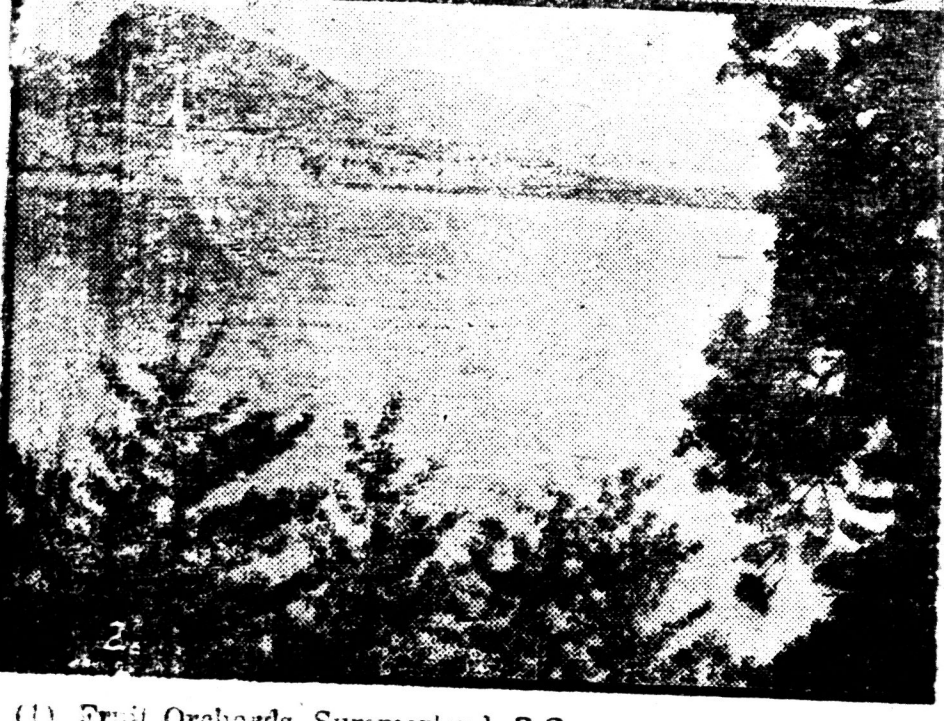
It is due to his energy and vision that the valley is now covered with smiling orchards and is one of the assets of the Dominion.

From his newspaper office in Portage La Prairie, Manitoba, in 1894, Mr. Robinson observed a family of eight, with their savings of ten thousand dollars, leaving for California. That they were seeking a milder climate led him to remark that it was to be regretted that Canada should lose such citizens and that there was not a Canadian California.

Two years later Mr. Robinson and his party went to Roseland, at the time of the mining-boom and formed a prospecting party who went into the Okanagan valley and located claims near Peachland and established Camp Hewitt. The hills refused to uncover their storehouse of metals. With courage they faced the conviction that their hopes were blighted. However, if the hills of Peachland revealed that the greatest wealth lay in the surface soil which, when cultivated and planted, produced fruit and vegetables, unsurpassed.

At the ranch of Mr. Lashby, gold commissioner, Mr. Robinson was given peaches and was amazed to learn that they had been grown on the ranch. He at once realized that he had found that for which he had been searching, the Canadian California. Boundless possibilities lay in the great reaches of upland, covered with scattered pines and sage brush. A tract purchased on the beach was called Peachland, the name carrying the advertisement with it. Eastern people then inquired if "Peaches grew in Peachland", so there truly was much in a name. To have one hundred families occupying the land that one family occupied; to see the barren, parched hills the homes of thousands of Easterners was the dream of the "Father of the Okanagan."

Promoting this colonization scheme, a car of settlers was brought from Montreal in 1898, a preacher and a teacher included, as there were twenty-one children in the party. The Peachland townsite company was formed and the land was divided into small holdings of ten acres. An irrigation system was



(1) Fruit Orchards, Summerland, B.C.  
(2) View of the Okanagan Lake, Penticton, B.C.

Installed, the water being brought from the mountain streams flowing into the lake and, with assured irrigation, the land sold at nominal cost. Orchards were planted and homes erected. It was all an experiment as irrigation was a new thing in Canada. A school was built, a store was opened, a union church was established. The first service was held on the veranda of Mr. Robinson's home and this union church continued for some years. The late Mr. J. B. Somerset, former business manager of the "Winnipeg Free Press" began the colony and attracted the first farm part of the enterprise. It required five years for the trees to come into full bearing and during that time there were many cries of "fake" but the staunch-hearted men continued their transformation plans. Over twenty miles of land (1929) were surveyed and roads access to every tract. Electric and domestic water systems were installed. In due time, one hundred thousand fruit trees were bearing and the land and water back of the lake were planted to the same mountains. So the slopes were freed of their burden of pine trees. Woodlands gave place to orchards of apples, pears, peaches, apricots, plums and cherries.

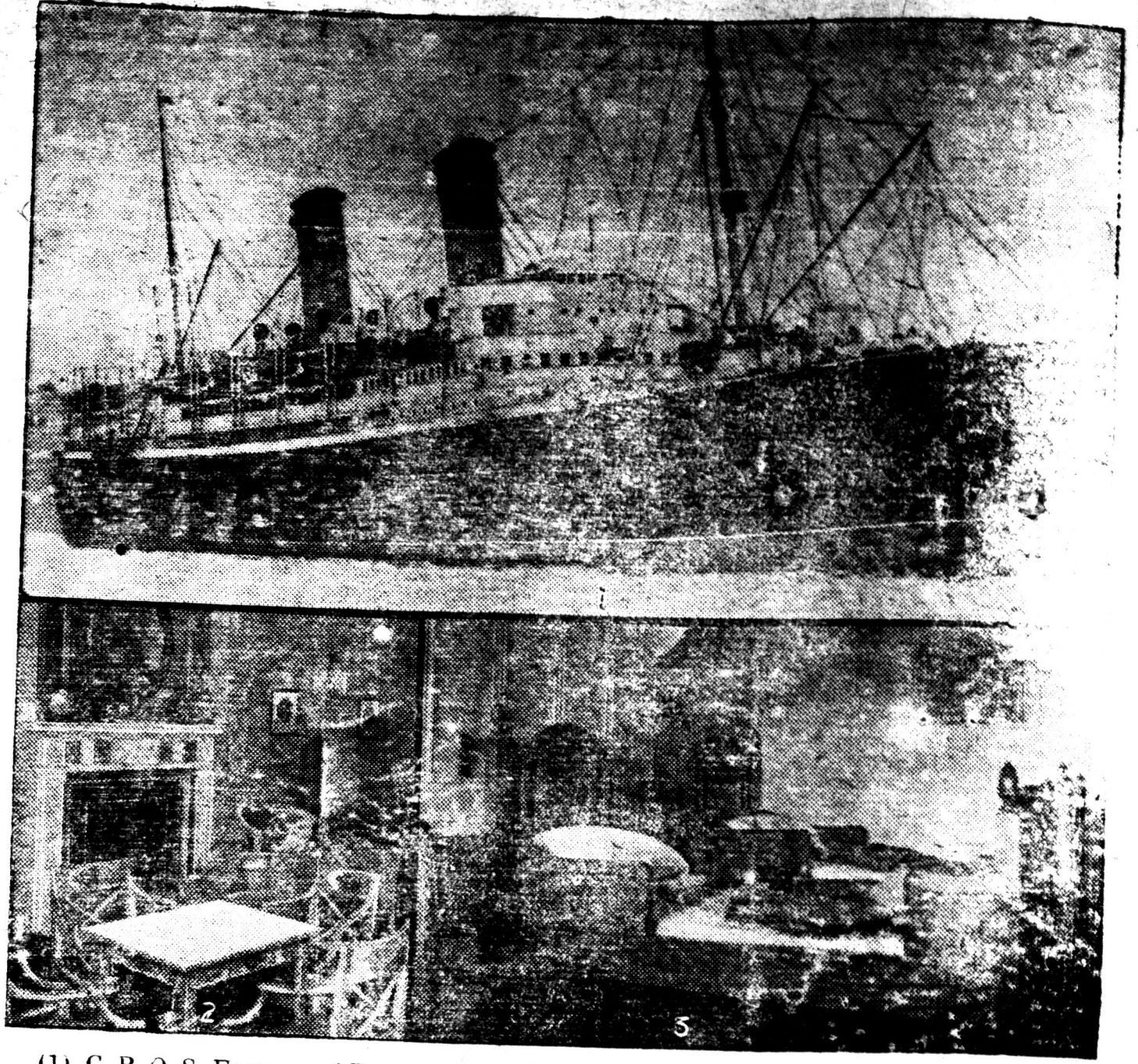
This was one of the first small fruit farm enterprises in Canada where the irrigation system was installed by the company. The early days of development had to break down a prejudice against irrigation and when once a grower has learned to be his own rain-maker, he prefers the certainty of that to any other method.

Having found Peachland, Mr. Robinson determined to exploit a new district and to the south of his last enterprise, purchased ten thousand acres in 1903. No title could be more fitting than Summerland, applied to the new district which is the sunny centre of the Okanagan.

Summerland has an unusually picturesque environment. In the centre of the district rises the peak known as Giant's Head.

The last venture in pioneering was at Naramata on the opposite shore of the lake. Over the hills were parched and gray, vine-covered grapes and pollen orchards were great the eye. From the Lake front of Naramata, the twinkling lights of hundreds of homes shine far and clear and a vision has become a splendid reality. Mr. Robinson, the benefactor, to whom the Okanagan and the Dominion owe much fruits and...

## ARMED CRUISER RECONDITIONED



(1) C. P. O. S. Empress of France.  
(2) A Corner of the First-Class Card Room.

The latest addition to the great fleet of C.P.O.S. Steamships which ply between Canada and practically all the important ports of call in the world is the "Empress of France," before the war popularly known as the SS. "Alsatian" and one of the ocean grey hounds between Canada and Liverpool. The vessel has been reconditioned since the war ceased and recently completed her maiden trip to Quebec under her new name. The photographs here reproduced give an adequate description of her interior arrangements and fittings, and will compare favorably with the great Leviathans in this respect. The "Empress of France" has a length of 690 ft.; beam 72 ft.; depth to D deck 54 ft. 6 in.; and a tonnage of 18,000 gross. A striking peculiarity is the cruiser's stern, which imparts a warlike appearance to the vessel. Her war record is one to be proud of.

The "Empress of France" as the SS. "Alsatian" was requisitioned for war purposes under Royal Proclamation immediately on her arrival at the port of Liverpool, midnight on the 6th August, 1914. After completion of discharge, the entire removal of all passenger accommodation and other woodwork, she was armed with 8-6 in. guns, commissioned and manned by a naval crew under the command of Captain V. Phillimore, D.S.O., and was attached to the 10th Cruiser Squadron on northern patrol duty sailing from Liverpool on August 15th, at which port she has been based during the entire period of her commission.

From August to December, 1914, she remained as above stated, but in December she was made Flag Ship of the Squadron to which she was attached, and Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., hoisted his flag, which flew up to March, 1916, when he was succeeded by Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., who was succeeded in November, 1918, by Rear-Admiral C. W. Keighley Peach, under whose flag she terminated her commission as an Armed Cruiser.

The Squadron to which she was attached, and later became Flagship of, consisted of 24 vessels, the majority of which were Armed Mercantile Cruisers. The duties of the Squadron consisted of the stopping of vessels, boarding them and examining their papers, and should on examination they prove to be at all of a suspicious nature, a Naval Officer taken into a United Kingdom port for closer examination. This similarity applied to any members of the passengers or crew, as each and everyone had to give a satisfactory explanation as to their nationality and business. Available records show that in all the Squadron intercepted some 16,000 vessels, but it is impossible to state how many of these proved to be engaged in work hostile to the Allies' interests.

In the early part of 1918, circumstances permitted of the 10th Cruiser Squadron being considerably reduced in numbers, and vessels so engaged being allocated to Convoy Protection Duty. The "Alsatian" figuring amongst the number and being stationed on the North Atlantic route in

such capacity. While so engaged she escorted nine convoys of about 20 vessels each, carrying an estimated number of troops per convoy of 30,000, principally Americans.

While engaged on Convoy Escort duties the "Alsatian" also carried troops and cargo, the number of former per voyage being about 600, and the weight of cargo per voyage between 2,000 and 3,000 tons. She made her last voyage on Government Service in November, 1918, sailing from Liverpool on the 15th, and docked at that port on December 11th, 1918, having steamed a total distance on Government Service of 266,741 miles and consumed 170,571 tons of coal.

On January 17th, 1919, she left for Glasgow, having been placed in the hands of her Builders—Messrs. Beardmore & Co.—by the Admiralty for reconditioning, being redelivered to the C.P.O.S. at the Port of Liverpool on Thursday, September 25th, and sailed for Quebec on Friday, September 26th.

Captain Outram, her captain when war broke out, was given the rank of Commander R.N.R., and acted in that capacity, which was of an advisory nature, under both Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., and Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., and was granted the D.S.O. for services rendered, being succeeded by Captain Cook, at the same time as Admiral Tupper was succeeded by Rear-Admiral C. W. Keighley Peach. Captain Cook was appointed Flag Captain, and granted a commission as Captain R.N.R., and now commands the vessel.



(1) Japanese Infantry to Stop Bolsheviki.  
(2) London Girl Waitresses in a Cross-country Run.



(1) Japan to Stop the Bolsheviki.  
(2) From Military School to Domestic Economy.—A Lesson in Bread and Confectionery.