

PERFECT ROADS FOR PROVINCE

URGE GOVERNMENT TO CONTROL THE HIGHWAYS

Board of Trade Passes Resolution—Quarterly Meeting Report by President

The board of trade at the regular quarterly meeting held Friday afternoon passed a resolution that the government be requested to take over control of all municipal roads in the province. The resolution reads as follows:

"It is hereby resolved that this board with appreciation the large amount of wagon road construction which the provincial government has under way in the various parts of the province, and this board believing that a first class system of roads is essential to the proper development of the province, urges that the main trunk highways from north to south and from east to west on both Vancouver Island and the Mainland be pushed to completion as quickly as is reasonably possible.

"Further this board is of the opinion that in the construction of all new roads that wherever reasonable, practical permanent locations should be followed with the most ample right of ways and moderate grades, and curvature and construction generally of a higher class than the standard formerly followed in such works.

"This board is also of opinion that the provincial government should construct and locate, widen, straighten, improve, regulate or control, and in every way administer at the cost of the province government, throughout all parts of the main trunk highways that pass through any municipality.

"Copies of this resolution to be forwarded to the Hon. Richard McBride, Premier of British Columbia, and to the Hon. Thomas Taylor, Minister of Public Works."

Another resolution passed was to the effect that: "It is resolved that copies of the foregoing resolution regarding roads be forwarded to the boards of trade throughout the province and that these bodies should be requested, if they should see fit, to pass similar resolutions and to forward the same to the provincial government."

The president, H. G. Wilson, submitted a memorandum of business done by the board during the last quarter. He referred to mail matters in the city, saying that the difficulty had been to get under payment of clerks in the post office. Juniors were admitted at \$50 per month, but when no increase was coming at the end of a year and a half, the men left to take better positions. In some cases work had been refused at the remuneration offered.

With a better paid staff the postmaster had informed the board better results would be obtained. The board was taking the matter up in the hope of having salaries raised. Mr. Wilson further said the matter had been discussed over with Hon. Mr. Templeman and it was suggested that a subsidy at the rate of so much per mile to any steamer be advocated in place of giving a subsidy to one company. The reason for the suggested change was that if a boat was compelled to lay over at Vancouver from the north, missing Victoria on account of fog or other cause, the mail could be sent by any other boat, in place of waiting for the C. P. R. to connect. Mr. Templeman had considered the plan a good one, and had promised to put it forward at Ottawa.

Referring to the automobile regulations of the province, the president said at present it stood that United States automobilists could make one trip here only in six months. This should be altered and Mr. Templeman had promised assistance.

The president referred to the visit of the Manufacturers' Association here and was sorry that the members of the board of trade had been conspicuous by their absence at the reception given by the government to the special committee is investigating the delay in shipments over the Tehuantepec railway from England. The cause of the delay being the lack of boats on the Pacific during the last two months. Full shipments have not yet arrived. The board has agreed to assist the Fruit Growers' Association as far as possible in having a two car exhibit of apples displayed at the Vancouver exposition on October 31st. The cost will be \$2,500, or which the Fruit Growers' Association has raised half. The remainder will be open to subscription by merchants.

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Speaking on provincial wagon roads, A. E. Todd brought the attention of members to the Pacific Highway Association, the formation of which he attended at Seattle. He had obtained membership for the Vancouver Island Development League, for he looked upon it as a publicity aid. The association was not an auto club, but had its membership mostly from farmers and others, between Victoria and Mexico. The benefit Victoria would derive from the road on the American continent would be the share the city would obtain in the tourist trade. Los Angeles obtained the wealthy class which were driven from Los Angeles by the heat at the close of the winter. With the Pacific highway established these would travel by automobile north and benefit by the excellent summer climate of Victoria and southern B. C. Judge Ronald at Everett has said in America the haul rate was 23 cents per ton per mile, while in Europe the cost is 8 cents per ton per mile. With the good roads on Vancouver Island and cheap hauling would necessarily follow. Surfaces of roads should be made of heavy material. One of the biggest crops of the province is alfalfa. California has not scenery to equal Victoria and Vancouver Island, and with good roads this tourist trade would be attracted here. There are 60,000 autos in Southern California every season. American automobilists spend \$800,000,000 annually in Europe. The government needs to deal with municipal deficiency in road construction. As B. C. is settled

there will be more municipalities, he said, and offered a resolution asking the provincial government to take over all the principal roads throughout the province. Mr. Todd said the standard of construction of the Mill Bay road is very high indeed. Once the road bed is settled down the probability of washouts will be eliminated. The V. I. D. A. conferred with the minister of public works recently, said Mr. Todd, and put forward the importance of first class roads from Alberni to Clayoquot and to Buttle Lake. The Pacific Highway Association urges that roads should be a 10 per cent. grade, 20 feet in width, hard surface, bridged where necessary and of continuous grades. J. J. Shallock seconded the motion, and C. H. Lugin said the government proposed to extend the Victoria-Campbell River road 150 miles further north, area to build the Buttle Lake road. Hon. Mr. Taylor also had extensive plans for the mainland, totalling with the Vancouver Island roads 600 miles of new highway. There is also planned a north and south highway road of 500 to 600 miles in B. C., said the speaker. The resolution was carried.

The board of trade supported the application of the Y. M. C. A. convention held there in 1915. A number of new members were elected. Those present were H. E. Wilson, president; J. A. McLeod, secretary; A. E. Todd, and Messrs. S. Leiser, J. W. Ambery, S. Williams, F. V. Vane, J. A. McLeod, W. E. Brown, R. T. Elliott, H. Gillespie, C. H. Lugin, E. A. Harris, Wm. Blakemore, G. A. Kirk, J. J. Shallock, J. Vanderburg, M. B. Jackson and E. E. Greenshaw.

The first second crop strawberries to be brought this season are from the farm estate of the McLeod Bros. on the Cedar Hill road. They are large berries and of fine texture and flavor.

The fur business, which has been conducted in this city for the past years by J. Bosworth & Sons on Yates street, has been discontinued here.

The provincial government, through Deputy Minister E. Scott, of the department of agriculture, has secured a portion of the exhibits displayed in the agricultural building at the recent exhibition in New Westminster. These will be added to the collection of the botanical and agricultural museum.

The Ladies' Aid of Grace English Lutheran church desires to thank all who have been instrumental in making the annual bazaar a success. The fortunate winners were: Mrs. J. Belanger, 14 Humboldt street, No. 27, the doll; Mrs. M. Thompson, Simcoe street, the fruit cake; Mrs. Powers, Michigan street, No. 36, the handkerchief case.

Excavations for the handsome two-story building to be erected for Philip J. James on the north side of Pandora avenue, between Broad and Government streets, have been started, and the contractors, Messrs. Dinsdale & Malcolm, will soon commence the erection of the block. The building will extend from Pandora avenue to Corcoran street, will be provided with a double entrance; the main entrance, however, facing upon Pandora avenue. The building at either end will be faced with white English glazed brick. It will be occupied by the builder as a mill, tent and awning factory. H. S. Griffiths is the architect.

Next Thursday in the Sir William Wallace hall the Victoria Chorodrom Society will hold a social. A splendid programme has been arranged. There will be a pianoforte selection by Miss B. Scowcroft; violin solo by Mr. Gaskell; vocal solo by Mr. Frame; vocal solo by Mr. Thomas, with harp accompaniment by Miss Elington; flute selection by Mr. Searle; vocal solo by Mrs. McLaren; vocal solo by Mr. Findlay; vocal solo by Miss B. Scowcroft; recitations by Messrs. Robert R. Thomas and A. Petch. Mrs. Jenkins will preside. This is an open meeting, and the society will be glad to see all the Welsh residents and their friends present. Refreshments will be served at the close.

Archdeacon and Mrs. Pentreath arrived in Winnipeg, October 18th, from the west, and will be in the city before leaving for Vancouver. The Archdeacon received a telegram announcing the death of his mother, whom he had recently visited in New York city. She died October 17th, at the advanced age of 85 years and three days. Mrs. Pentreath was the widow of the late Capt. Edwin Pentreath, a native of Cornwall, Eng., and eldest daughter of the late Justice Sherwood Wetmore, of Clifton, King's county, New Brunswick, a prominent ship-builder and ship-owner in the early days of the province. The remains were interred in the burying ground of the old Colonial parish of Rye, N. Y., of which her ancestor, Rev. James Wetmore, M. A., was rector from 1728 to 1760.

The officers of the local corps of the Salvation Army announce that their recent harvest thanksgiving effort has been a decided success. They wish to thank all those who donated toward it. The sum of \$1,289.50 was raised and all who collected felt justly proud of their work. The money has already been distributed. The following \$275, the sum set for the harvest festival target, has gone to the provincial headquarters to be used for the work in Canada. The army work is progressing favorably in Victoria, over one hundred being on the soldiers' roll. Mrs. Staff-Capt. McAble, who visited the city in the spring, will hold meetings here on the 22nd and 23rd of this month. The Sunday night meetings being held in the Grand theatre.

PROPOSED ADVANCE IN FREIGHT RATES

Railway Companies Close Case Before Interstate Commerce Commission

Washington, D. C., Oct. 15.—President W. C. Brown, of the New York Central lines, was on the witness stand yesterday in the investigation by the Interstate commerce commission into the proposed advance in freight rates in the Eastern trunk lines territory. With the conclusion of President Brown's testimony, the case of the railroads practically was completed, although J. C. Stewart, vice-president of the Erie, is to be heard.

Under the law, it is incumbent upon railroads to make a prima facie case for the reasonableness of any proposed general advance in rates considered by the commission. Through the testimony of President Brown, of the Pennsylvania, President Willard, of the Baltimore and Ohio, and President Brown, of the New York Central, coupled with the exhibits on statistics and statements of operating officials heretofore submitted, the railroad officials expect that they have established their case.

President Brown's testimony frankly set out the industrial and financial operations of the lines under its direction. He was cross-examined at great length and adhered closely to his view that they were entitled to a fair return upon the investments in the properties—a return that would enable them to meet the extraordinary expenses of the railroads of the United States should continue to be the best in the world. In order to maintain this prestige for America, it is the opinion of Mr. Brown that the freight income of the roads should be greater than it now is.

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CONFESSION OF MURDER READ DURING TRIAL

Objection by Attorneys for Prisoner is Over-Ruled by Judge

Montesano, Wash., Oct. 15.—Two important points were scored yesterday by the state in the trial of John Klingenberg on a charge of murder of Charles Hadberg, when Judge Sheaks ruled that both Klingenberg's written confession made last April and testimony given during the Gohl trial were admissible as evidence.

The confession was read to the jury by Prosecuting Attorney Campbell, and brought out the fact that Klingenberg had told Hadberg that the next time he returned to Indian Creek he would come to fight. This followed a quarrel between Hadberg and Klingenberg. Klingenberg drew a gun on the defendant the last time he was at Indian Creek before the murder. The state will attempt to prove that Klingenberg went willingly down the bay for the purpose of killing Hadberg.

Klingenberg's testimony in the Gohl trial was read by the court stenographer. It consumed the entire morning. It was a recital of the murder committed by Gohl and Klingenberg last December.

Klingenberg's demeanor during the trial is puzzling. He seems brave and almost laughs aloud at times during the introduction of evidence, which is likely to place him in the penitentiary for the remainder of his life. An objection to the introduction of the confession was made by attorneys for the defendant on the grounds that inducements had been offered Klingenberg to make it.

Trade conditions. New York, Oct. 15.—Bradstreet says: Trade is irregular and still lacks snap, with the market uncertain. The last week has become more widely dissatisfied. Causes for the improved feeling have been the official confirmation by the government crop reporting service that the estimate of bumper yield of corn and oats and a larger than expected yield of wheat, the liberal marketing of crops, more especially cereals, live stock and cotton; the advent of cooler weather, settled weather, some sections and the rather better tone of the securities market.

The improvement, as a whole, is not marked, the conservatism by a noted still manifest in small and frequent, rather than large buying. In some lines, as for instance, cotton goods, the proof that stocks of goods are relatively light has become more evident, and with higher prices for the raw material have come hardening quotations for the goods themselves. Wool is firmer than of late and there has been liberal buying in the interior by large manufacturers; but advice of mild weather affecting past and present national distributions are numerous, and there are discouraging reports from markets where at this date heavy wearing apparel is usually in demand.

Business failures during the week in the United States, 23 according to last week, 220 in the like week of 1909, 24 in 1908, 194 in 1907 and 170 in 1906. Business failures in Canada for the week ending October 15, 1910, 12, last week and 39 in the corresponding week of 1909.

Wheat, including flour, exports from the United States and Canada for the week ending October 15, 1910, 3,102,873 bushels, against 2,392,630 last week and 4,855,819 this week of last year. Corn exports for the week are 642,250 bushels, against 435,231 last week and 271,771 in 1909.

Acquitted. Vancouver, Oct. 15.—A verdict of not guilty was found by the jury in the assault court yesterday in the case of the Italian, Bernard Costa, charged with the murder of his countryman, Caesar Priori, in this city in May last.

MAKES REPORT AS TO SEWERAGE

CITY ENGINEER ON BIG CIVIC PROBLEM

Nearly Quarter Million Dollars Involved in Scheme as Outlined

City Engineer Smith at Friday evening's meeting of the streets committee of the city council submitted the following report on proposed extensions to the sewerage system:

"I have had surveys and estimates made with a view to determining the extent of the sewerage requirements that will be needed in the near future. An outlet will be required for that portion of the city north of Edmonton road and east of Cedar Hill road. This portion of the city can be drained by a trunk sewer beginning at Haultain street and extending southeasterly to the intersection of the street and Ford Bay road, thence following the natural depression a distance of approximately 4,000 feet to an outlet in the sea at Oak Bay, approximately 100 feet north of San Carlos avenue. I estimate that it will cost \$83,000 to build sewers for this locality within the city limits, and \$12,000 for an outlet in Oak Bay municipality and for the construction of a septic tank near the sea.

"There will also be required extensions to the old system, principally in the Cook street and Fairfield section, amounting to \$41,300. In the section in the vicinity of Hillside and Blackwood streets, amounting to \$47,600. There will also be required additional extensions in Hollywood Park amounting to \$11,500. In the vicinity of Douglas street and Burnside road sewers will be required and a septic tank needed, the cost amounting to \$21,900. There will also be required extensions to the old system in the Victoria West and \$3,800 in James Bay, in all \$235,000.

"This scheme is exclusive of the \$46,400 to be immediately used for sewerage extensions outside the city limits. Consideration of the report in detail was left over for one week, but the following sewers were authorized by the council: That the sewer approximately \$47,000 left from the last sewer appropriation:

Olive street, from Bushby street to May street, \$11,500.
Howe avenue, from Dallas road to Oxford street, \$2,000.
Cambridge street, from Dallas road to May street, \$1,500.
Cook street, from St. Charles street easterly to Ford Bay road, \$3,500.
Oak Shade lane, extended northerly 300 feet, \$400.
Amplion street, from Leighton road to Cook street, \$1,000.
Blanchard street, from Pembroke street to Princess avenue, \$350.
McKenzie street, from Linden avenue to Cook street, \$600.
Queens street, extended east to rock summit beyond Cook, \$600.
Superior street, from Montreal street to 290 feet east of Oswego street, and section of 600 feet, \$2,000.
St. Andrew's street, from Beacon street to Simcoe street, \$600.
Queen's avenue, from Government street to Douglas street, \$1,000.
Princess street, from Government street to Douglas street, \$600.
Pembroke street, from Store street to Douglas street, \$1,400.
Discombe street, from Store street to Douglas street, \$1,200.
King's road from Quadra street to Cedar Hill road, \$3,800.
Hillside avenue, from Quadra street to Cedar Hill road, \$2,000.
Pembroke street, from Blanchard street to Quadra street, \$700.
Blanchard street, from Queen's avenue to 290 feet south of Pembroke street, \$350.
Graham street, from Bay street to Summit street, \$3,500.
Quadra street, from King's road to Hillside avenue, \$800.
Burnside road, from Douglas street westerly, \$600.
McCabe street, from Pine street to Langford street, \$1,200.
Douglas street, from Burnside road to Toimile road, \$2,000.
Main sewer in ravine from Burnside road to sea, \$15,000.
Clover Point outfall improvement, \$1,000.
Hollywood crescent, from main sewer to Robertson street and along Robertson street, \$1,000.
Total, \$46,400.

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TEACHERS BANQUETTED AT BOYS' CENTRAL

Principal Campbell and Miss Laura Blackwell Presented with Addresses

Friday afternoon the teachers of the Boys' Central School formally bade farewell to the two members of their staff who next month take positions in the Sir James Douglas school, Principal Ernest Campbell and relieving teacher, Miss Laura Blackwell.

Principal Winsby, on behalf of the other teachers, in a neat speech expressed the high esteem held by the faculty for the retiring teachers and their faithful service, and extended to them best wishes for success in the new school.

The address was accompanied with souvenirs of their long service; to Mr. Campbell a gold mounted and engraved fountain pen, and to Miss Blackwell a beautiful limoge cream and sugar set.

To these expressions of good will each recipient responded feelingly, noting many instances of kindly fellowship in their lengthy service.

The lady teachers spread a tempting repast, Miss Gibson gracefully presiding. The tea urn, and over an hour was happily spent in recounting amusing reminiscences of school life told as only teachers can tell them after hours.

The Moss street school may be congratulated in having for receiving teacher and principal two such painstaking and experienced teachers. For seven years Miss Blackwell has carefully guided the little ones in their introduction to the Boys' Central, and her imprint has been seen on their promotions to higher rooms.

For many years Mr. Campbell has presided in the senior grade, and his quiet, modest but many influence has been felt by the boys who have passed under his hand; his good qualities of method, thoroughness and punctuality will materially aid in the new sphere of work.

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AUDITOR COTSWORTH'S REPORT DISCUSSED

Two Clauses Adopted by New Westminster Council—Others Referred to Committee

New Westminster, Oct. 14.—Auditor Cotsworth's report was discussed by the city council meeting in committee. The council passed and accepted the first two clauses; the first stating the conditions under which the auditor was appointed and the second remarking on the chaotic state of the city's books.

Ten clauses had been discussed when the city solicitor, who was asked for his opinion on a certain point, threw a bomb into the camp by remarking that the council was proceeding with the report in an extraordinary manner.

The solicitor was called in on a question as to whether the auditor could surcharge certain officials for delinquencies as he suggested in his report, and the solicitor took advantage of the opportunity to make a few remarks on the auditor's report. He did not see why good could be done by striking out a word here and substituting one there; by dropping a clause here or adopting one there. The council might receive the report, but there was no provision made for the council to adopt or revise the report.

"What is the use of having an auditor treating the report like this, when the council is making the report instead of the auditor. You will take two or three months at this time."

This rather put a damper on further discussion. The report was then read, and the council passed the first two clauses, and the report being laid over for the time being.

A feature of the meeting was the objections taken by members of the council, especially Ald. Johnston, to certain words used by Auditor Cotsworth in the report. "Schemers," "dodge," "falsely" and "trick," were some of the words which were objected to. The report was then read, and the council passed the first two clauses, and the report being laid over for the time being.

Ald. Bryson thought that Ald. Gray's intention was to bury the report and never have it come up again.

Ald. Gray explained that Ald. Bryson had evidently misunderstood him. For his part he was not afraid of his commission. He would be glad to see one.

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"OPEN DOOR" IN PAVING WORK

CITIZENS WON'T STAND FOR ANY FAVORITISM

Competition Should Be Encouraged Declares City Engineer Smith

The question of paving processes and what policy ought to be pursued by the city council in awarding contracts was discussed at Friday night's meeting of the streets committee.

The city engineer submitted the following report relative to the paving of McClure street:

"Re the petition referred from the last meeting of your committee from H. F. Langton and nine others asking that bitulithic pavement be laid on McClure street between Vancouver street and Cook street, the city assessor reports that ten owners representing \$35,100 have signed the petition, and that five of the owners representing an assessed value of \$12,950 have not signed the petition. This petition, as well as several other petitions presented to your committee specified the kind of pavement, but does not state the price per square yard. There is no doubt that the petitioners have signed the petition with the view that the city officials would protect them as regards the price and the adaptability of the pavement. There is no doubt that of the promoters of the three special asphalt pavements represented in your city should each procure a majority petition for any one street for their respective pavements.

"It is for the city council to decide what is a suitable pavement, and what is a reasonable price per square yard to pay for a form of asphalt. Up to the present no standard asphalt or asphalt of a special make varying only slightly from the standard asphalt has been considered by your council as a suitable pavement for the city. It is representative of 'bitulithic' informed your committee at the last meeting that this pavement was an asphalt pavement. Mr. Van Westrum also stated that the pavement laid by him is an asphalt pavement. Mr. Worswick also stated that the pavement laid by him is an asphalt pavement.

His calling for tenders for Vancouver street specifications prepared by the city engineer, \$2.25 per square yard for pavement and 6 cents per yard for removing material, a total of \$42.20. Westrum & Limited, who bid on the standard specification at \$2.25 per square yard and 6 cents per yard