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No. 4

Vol. 39

MAY BUILD RAILWAYS ON VANCOUVER ISLAND

President Wheatcroft of Kentucky Valley Line Buys Coal Properties--British and American Capital Engaged.

(From Monday's Daily.)

Investigations are now being made which may result, in the not distant future, in various railway undertakings on Vancouver Island.

The parties interested embrace a number of British and American capitalists, who are represented here in the person of Irving H. Wheatcroft, president and general manager of the Kentucky Valley railroad, who for the past 17 years has been engaged in building and operating short lines in various parts of the United States.

Mr. Wheatcroft, who is a professional engineer, as well as a railway operator, has been looking over the possibilities of Vancouver Island for some days past, and has acquired a number of undeveloped coal and mineral properties on the coast.

He is leaving for Nanaimo to-day with a view to a further prosecution of his enquiries. In addition to his railway associations, Mr. Wheatcroft is largely interested in mining enterprises and various banking institutions, and is president of the Wheatcroft Coal & Mining Company which operates five different mines in various parts of Kentucky.

The Kentucky Valley railway is one of the latest enterprises accomplished in the United States, and is a striking evidence of the short line project can do in the development of a country. It is a new coal mines have been developed within its sphere of operation, and the road was built. The coal in these mines is marketed through the New Orleans.

Another line of railway constructed through their auspices is known as the Kentucky Western railroad. This road is owned by the late Mr. Dixon, and was completed about four years ago. The line was subsequently sold to the Illinois Central people and became a part of that system.

While somewhat reticent about discussing his plans with respect to the projected operations on this island, Mr. Wheatcroft intimated that he was now engaged in investigating the coal resources of the country, and that he had already acquired a number of properties somewhere on the east coast.

"I think," said he, "there are great opportunities here for the development of the coal resources, and I am more than pleased with what I have seen during my investigations on the island. I have just returned from an extended drive along the coast from Comox, during which I visited the various coal mines and inspected a number of mineral and timber properties."

He was disinclined to discuss the exact nature of his plans with respect to investment on the island at the present juncture, but said that they had in view the possibilities of railway construction and other enterprises having association therewith.

This is Mr. Wheatcroft's first visit to Vancouver, and his impressions of the country, from a residential and business point of view, were very favorably expressed. "I think," said he, "this is a beautiful country, and I am determined to come here to live. For the past 17 years my business as a railway builder has taken me all over the world, and I have seen many beautiful countries, but I have never seen any place I have ever seen. The island seems to give opportunity for a climatic and material life which is not found anywhere else, that is, at least, within the sphere of my experience."

Mr. Wheatcroft purposes to revisit the island after his investigations in the Nanaimo district are completed, and will return to Victoria at an early date to look after the investments which he and his associates are making here.

G. T. P. OFFICIALS COMING.

Will Confer With Provincial Executive About Indian Reserve Land.

Messrs. Charles M. Hays, president, and Frank W. Morse, general manager, of the Grand Trunk Pacific railway, will arrive in Vancouver from the east on September 20th. A large party is accompanying them to the coast, travelling on the official cars Canada and International.

On arrival here Messrs. Hays and Morse will confer with the provincial executive relative to the Indian reserve land question before sailing north to inspect the work already done at Prince Rupert, the northern terminus of the railway in British Columbia. It is expected that some agreement will be reached between the government and railway officials relative to the Indian lands.

AMERICAN CAPITAL FLOWING INTO B. C.

U. S. Leads in Acquisition of Timber Leases--Consular Report to Washington

(From Monday's Daily.)

It is stated that there has been a remarkable flow of American capital into British Columbia during the past year, the province having, in this respect, shared the experience of Western Canada generally. Consul G. E. Dudley, of Vancouver, commenting upon this in an official report to Washington the other day, said it was estimated that the British Columbia government would realize during the present year \$750,000 from new licenses and \$900,000 from renewals.

American capitalists are leading in the acquisition of timber leases. A St. Paul, Minn., company recently purchased 261,000 square miles of timber lands, partly on Vancouver Island, the remainder upon the mainland, paying \$1,500,000 for the same, and proposes building six large saw mills at once. One American is said to have realized more than \$1,000,000 profit upon his holdings, acquired in the last few years. The provincial lands are not sold and all logs cut upon such lands must be manufactured within the province. The lands now changing hands by sale and purchase came into private hands before the enactment of the law now in force.

Each person leasing timber lands

CANADA IN THE OLD COUNTRY

SPLENDID EXHIBIT IN DUBLIN SHOW A. B. FRASER TELLS OF HEALTHY CONDITIONS IN THE BRITISH ISLES.

(From Monday's Daily.)

The Canadian exhibit at Dublin is the chief point of interest in the show in that city, and has assisted greatly in extending the popularity of the exhibition as well as being a splendid advertisement for the Dominion. Says A. B. Fraser, ar., who has just returned from a four and a half months' trip to the British Isles, "it is the greatest credit on the government."

"During my visit I could not help being struck by the evidences of prosperity on every hand in the United Kingdom. There is no sign of that depression which has been heard of which so much has been heard. The board of trade and bank returns, savings banks and railway traffic statistics, all speak of general prosperity and confidence. The work of the industry concerns are all full of work and have orders well booked ahead. In the metal industries especially the half-yearly reports and profits are all with increased dividends. The cautious action of the large banking institutions of England early in the year had the effect of relaxing the situation, so that the financial stringency is now being relaxed, greatly to the benefit of the trading community."

"London I visited the Navy League and was well received there. I also visited the offices of Mr. J. H. Turner and Lord Strathcona, and I much appreciated the work that the former is doing. The work of the London office I think might be much more thoroughly developed by the grant of a larger appropriation."

"In Liverpool the visit of the fleet took place at the time of the celebration of the seven hundredth anniversary of the founding of the city. The fleet filled the Mersey, and was a magnificent sight. The British line of battleships and cruisers extended from New Brighton to Rock Ferry. There were besides gorgeous pageants held in the city, and the day was a cadence in the history of the city. The festivities lasted the whole of one week. On one occasion I saw two thousand school children drilling together. They were dressed according to companies, and the effect of the accurate work in drilling was very pleasing."

"In many of the cities improvements were noted, but nothing struck me so forcibly as applicable to Victoria as the underground public conveniences and lavatories for the use of the general public, and for the use of which a small charge is made. Their adoption in two or three situations in this city would be appreciated not only by the residents but also by excursionists and travellers, who may now be expected in larger numbers than ever as the years roll by."

"Bristol & Co. of Norwich, the large chemical manufacturers, have, I notice, introduced calcium chloride for use on the roads, and this is stated to have solved the dust problem which has become so much accentuated by the rapid increase in motors. The commodity is said to be cheap, inodorous, colorless and harmless, while at the same time easily and cheaply applied. Our city fathers might consider the matter worth enquiring into."

"Coming up the St. Lawrence river we were startled by the report that the Quebec bridge had fallen. Passengers on the ship could not help being struck by the appearance of the portion on the river side, which was a high upright for a structure of such a size and height. It was appalling to see the great beams twisted into all shapes

IS TOTAL WRECK IN THE SKEENA

STEAMER NORTHWEST GOES TO DESTRUCTION Passengers and Crew Were Saved, but Vessel and Cargo Are Complete Loss.

(From Monday's Daily.)

The turbulent and swift running waters of the Skeena have claimed another hostage from the small fleet that piles its perilous passage. This time it is the steamer Northwest, which last week was totally wrecked about 40 miles from Hazelton. The passengers and crew were enabled to land safely, but the vessel itself is a total loss, as she is now rapidly breaking to pieces and salvage operations would be impossible. It is estimated that the vessel and her cargo will mean a loss to the owners of \$35,000.

The steamer Northwest left Port Eslington on Thursday for Hazelton. She had negotiated the latter part of the voyage, when, evidently owing to a cross current, she struck a rock. A ripping sound followed, her hull being torn open and everyone on the vessel sprung on deck. Luckily the accident happened near-by to land and all were landed with little difficulty.

The water was very shallow where the vessel struck. Scarcely had the passengers debarked than the rushing current caught the steamer and threw her over on her side. In a few minutes her boilers were extinguished and her deck work commenced to break up. The rapidity of the current it is believed will accomplish the complete destruction of the vessel, and she lies in such a position that unless some of her cargo floats ashore it will be impossible to save it.

"ALL TRAINED SOLDIERS." Secretary Fowler Says Japanese of Seattle Would Make Short Work of Rioters.

Seattle, Sept. 14.—There will be no mass meeting of the advocates of Oriental exclusion in Seattle. The idea was not even suggested at the meeting of the Japanese-Korean Exclusion League last night, in the Labor Temple, while everyone who said anything at all took a crack at the demonstration idea, declaring a parade entirely uncalculated for and dangerous. Secretary A. E. Fowler advised against anything that would tend to incite violence, assigning as a reason that the Japanese residents of this city, "all of them trained soldiers armed fanatics, ready to die for their Emperor and subject to the instant call of their local leaders," would make short work of an unorganized mob of white laborers.

He emphasized his devotion to the cause, but, he said, in explaining some phases of his conduct, "I must be careful, too, you know, for prominent as I am in this work, there is no telling what might happen, you know, I might disappear, and"—with some feeling—"I don't want to. I am willing to be a martyr, but it is not time for anything like that yet."

About fifty members of the league were present. President P. B. Gill, who has kept those inclined to break out under control and shut off any attempt at incendiary talk. When one man offered a resolution having in its purpose the restriction of the sale of arms to the Japanese, he was squelched.

AGAIN ADJOURNED.

No Progress Has Yet Been Made in Liquor License Test Cases.

City Solicitor Mann, fresh from his vacation, appeared in the police court on the morning when the cases against Charles Tuik and George Gosnell, proprietors of the Western and Hall saloons charging them with selling li-

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With his wife and another woman he was marooned on an island, and lost his life in attempting to swim to the mainland.

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