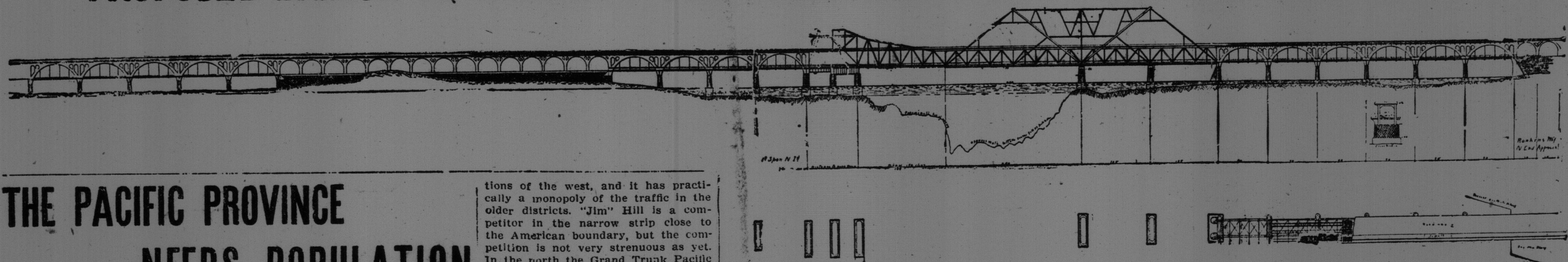


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SIX

THE STAR, ST JOHN N. B. FRIDAY, APRIL 2, 1909

PROPOSED BRIDGE TO CONNECT THE EAST AND WEST SIDES OF GREATER ST. JOHN



THE PACIFIC PROVINCE NEEDS POPULATION

Farmers With Capital Find Good Openings—Survey Work
Backward—Settlement Retarded Because
Lands are Not Staked.

VICTORIA, B. C., April 1.—British Columbia needs surveyors and farmers and railways, and highways and laborers and a few other things and the only condition is that these be supplied equitably. The surveyors are needed to mark out the lands in the newer portions of the Province, lands which should offer every inducement to the settler, but which are now in a wild and uninviting state. The farmers are needed to cultivate these lands and bring forth from them the grain, the fruit, and the other products which must satisfy the appetite of an ever-increasing population. The railways are required for the purpose of "joining up" the habitable areas and opening up the way by means of which the settler can ship his produce to the markets of the world. The highways, or trails, or roads, must be built—in some cases they must be hewn out—in order that opportunities may be given to the settlers, present or prospective, to reach the centres of population or to come into touch with the railway system of the Province. The laborers will find their place in the great programme of construction and development, the carrying out of which has only been begun.

UNEQUAL DISTRIBUTION OF MEN.
The difficulties in the way of promoting settlement in the past have arisen not only from the scarcity of men at particular times, but also from the impossibility of arranging the distribution so that the supply might be absorbed with the greatest benefit. While it is undoubtedly true that at the present time there is room for the countless thousands from the older countries of the world who are desirous of establishing themselves in new homes. It would not be well for the immigrants to come "in bunches." The broad prairie of the middle west can take in settlers by the hundred every day and the effects scarcely be noticed in a review of the general situation. The land there is ready for cultivation, and it can give its increase within a very short time after settlement begins. The same cannot be said of British Columbia. If five hundred farmers from Ontario or the western States were to arrive at Vancouver tomorrow, with the expectation of taking up land, they would experience many disappointments. If they came over to Victoria and asked the Provincial Government to supply them with homesteads, there would be a commotion in official circles, without any advantage to the

tion of the west, and it has practically a monopoly of the traffic in the older districts. "Jim" Hill is a competitor in the narrow strip close to the American boundary, but the competition is not very strenuous as yet. In the north the Grand Trunk Pacific is changing the face of nature. The section between Prince Rupert and the Yellowhead Pass, which is to be served by the new line, is as rich in resources as any other portion of the Province, and it needs only a railway in order to give a good account of itself. It is regarded as certain that the Grand Trunk Pacific will build a line from Central Alberta and strike for the coast at or near Prince Rupert. In the background there are the Canadian Northern interests, waiting for an opportunity to secure a foothold in British Columbia and to participate in the great transportation business of the Pacific slope. While these companies are planning and contriving, it is not to be forgotten that Mr. Hill has his ear to the ground. He has reaped big returns from the few branches he has constructed, especially in the Kootenay district, and he is determined to enlarge his sphere of activity. On the whole, the transportation situation is rather lively, and the near future does not give any indication of dullness. The railways will not come as fast as they are needed, but they will come more rapidly than ever before, and there is cause for satisfaction in that feature.

BUILDING ROADS AND BRIDGES.
The colonization work of the Provincial Government consists largely of the construction of roads and bridges in the new areas. Settlement is extremely sparse in British Columbia as yet, and the facilities for extending it are increasing slowly at best. There are so many districts which might offer inducements to settlers, and the distances separating these from the established communities are so great, that the task before the Government is enormous. The revenue of the Province is chiefly devoted to the extension of this work, and although the amount of the expenditure increases from year to year, the needs seem to grow at an equally rapid rate. The progress of the work of development and improvement demonstrates the necessity for opening up additional districts every year. The clamor for better transportation routes in the rural communities is answered in some measure by heavier legislative appropriations, and the total sum now expended annually on highways and similar work is more than the entire sum raised as revenue a few years ago. Meeting the public demands in this respect is a heavy task, and new highways mean additions to the population, due to the improvement in the facilities for reaching the new areas. The growth of settlement in turn involves the necessity of making further provision for catering to the wants of the people concerned. The Legislature does what it considers to be its full duty in arranging for the construction of these public works, but the demand widens. The pressure is withstood, for the time being, by taking every advantage of a buoyant revenue.

RAILWAYS PROJECTED.
The railway question is settling itself slowly, as the natural resources of the Province reveal themselves. The Canadian Pacific is still the dominant factor, as it is in other portions of the west, and it has practically a monopoly of the traffic in the older districts. "Jim" Hill is a competitor in the narrow strip close to the American boundary, but the competition is not very strenuous as yet. In the north the Grand Trunk Pacific is changing the face of nature. The section between Prince Rupert and the Yellowhead Pass, which is to be served by the new line, is as rich in resources as any other portion of the Province, and it needs only a railway in order to give a good account of itself. It is regarded as certain that the Grand Trunk Pacific will build a line from Central Alberta and strike for the coast at or near Prince Rupert. In the background there are the Canadian Northern interests, waiting for an opportunity to secure a foothold in British Columbia and to participate in the great transportation business of the Pacific slope. While these companies are planning and contriving, it is not to be forgotten that Mr. Hill has his ear to the ground. He has reaped big returns from the few branches he has constructed, especially in the Kootenay district, and he is determined to enlarge his sphere of activity. On the whole, the transportation situation is rather lively, and the near future does not give any indication of dullness. The railways will not come as fast as they are needed, but they will come more rapidly than ever before, and there is cause for satisfaction in that feature.

Following the action of the Common Council in approving the Navy Island bridge bill an interest has developed in the project that has been notorious for lack of progress. For some months the scheme has been pushed doggedly, but with so little notice that the news of its present development has been generally received with surprise. The plans for the bridge are prepared

by Engineer Hoot provide for the use of the roadway from Smythe street to the west side of the Long Wharf east of Gregory's office, to Navy Island, thence to Union street and West Side. The bridge is to be double decked, the first floor being fitted up for electric and trolley cars, and the second for team and foot passengers. An interesting feature of the structure is built at present planned in the roller lift draw. Although the device is used extensively in the United States and

abroad its application here will be one of the first in Canada. The draw is perfectly counterbalanced and lifts automatically when started, although steam is used in its operation. In the event of anything going wrong the draw will lift of itself and remain in an elevated position. Aid. Scully, who is chiefly responsible for the scheme's development, is far from enthusiastic as to its possibilities. He stated to "The Sun" yesterday that the bridge was principally a business

proposition, and one worthy of the public's best consideration. He figured that the revenue to be derived from the steam and electric railways to be sufficient to meet all charges for interest on the amount invested, and pointed out that the ferry's ten thousand dollars of this year would pay the four per cent. interest on two hundred and fifty thousand dollars. He stated that the city would be able to contribute in the construction of bridge

LABOR CONDITIONS ARE UNSETTLED.

The labor problem is a public question in itself. There are many elements entering into its consideration which are not factors of the same problem in other parts of Canada, and it is not to be regarded as a question that public men are looking anxiously for a solution of the difficulties which are arising. The first place it is to be noted that an unusually large proportion of the population of British Columbia reside in the cities and large towns. One might also go so far as to say that half the people live in five cities. The rural communities, indeed, occupy an insignificant place in the statistics of population. It is generally found that in the larger centres there is an excessive supply of labor of a certain class, especially in the winter months, while in the smaller country districts there is a shortage. The cost of living is another important factor in the situation. The climate is mild, resembling in some respects that of many states in the American Union, but the prices which the ordinary mortal pays for the necessities of life are far above those which prevail in other warm countries. Street car tickets and postage stamps are obtainable at the usual rates, and these are conspicuous exceptions to the general rule. Wages are not proportionate to the cost of living, and it is this factor which is the cause of the class its basis for agitation and discontent. The competition of the Japanese and Chinese in some classes of work aggravates the trouble which has always been associated with the introduction of recruits from Asia. There is a demand for some types of laborers at good wages, but all the year-round employment cannot be guaranteed. If a man is content to live in a small place and to accommodate himself to the work which is offered him he may find a way to make a satisfactory living. Premier McBride says that he knows where to place five hundred laborers in the Westminister district at the present time, but he does not know where he can find the right men. He declares that the tendency of the laborers to congregate in the big cities constitutes a great obstacle to the settlement of the employment question, and he expresses the opinion that the difficulties will continue until the general run of workers show a keener desire to adapt themselves to the conditions with which they are met. It is a well known fact that the mining towns and the fruit-growing districts in the southeastern portion of the province can usually absorb all the laborers who offer their services, but the supply of reliable men is not sufficient to meet the demand. There is a surplus of irresponsible work-doggers, and the instability of business conditions there is often traceable to the lack of permanency which characterizes employment engagements.

MOVING IN RIGHT DIRECTION.
The commercial, transportation and social conditions of this great Province appear to be in a state of flux at the present time, but the tendency is in the right direction. British Columbia is finding herself, and is directing her course with caution and prudence. The elements in the population which have contributed to her prosperity so far are availing themselves of the best experience of older communities, and there is no doubt about the future. It is to be regretted that the relations with the rest of Canada are not more intimate, and that the feeling of isolation is not passing away more rapidly. There is room for a feeling of gratification, however, in the realization that the bonds are being tightened, and that the general sense of the people is in favor of a better understanding with the central and eastern portions of the Dominion. The steady influx of people from the older Provinces is gradually paving the way to an improved state of affairs in this respect. A. E. B.

MURRAY AND THE HATCHES ARE SENT UP FOR TRIAL

ANDOVER, April 1.—The second day of the examination of Murray and the Hatches, charged with the murder of Ed. Green, dragged slowly through and ended with the three prisoners being committed for trial. The perfect resignation of Tony and Leon to their fate is wonderful. They have given up every hope and seem to feel ready to go to the great unknown. Neither of them made the least show of emotion, although they were both on the stand nearly a whole day. The occasional clashes between Mr. Jones and Mr. Carter are a pleasant feature of the proceedings, and evidence, Murray shows remarkable composure although at times he seems to be nervous.

Ex tremely Uneasy
James and Andrew Hatch are extremely uneasy and apparently very easily aroused to anger. The people of Victoria county are much interested in the proceedings and trial. The afternoon proceedings opened at 1:45 with the cross-examination of Reppel. Considering that he has no education and is speaking through an interpreter he did remarkably well. Mr. Jones opened on asking: Did you have some talk with Tony since noon? No. Didn't you tell him anything at all? No. Now when you got to the end of the dump Sunday with Murray and Tony did you go down the line? We stopped there and Murray went back. Then what did you do? We waited until we heard the words all right and then we went. How far was Sandy away then? We

Will you swear you saw Murray again after he gave you the bag? Yes. Where was he? Near the camp. You say Tony shot Green? Yes, we were together. How do you know Tony did it? Did Tony go with you to get the box? No, I searched him. Who opened the box? Tony. You didn't carry satchels into the woods? Not far. Who carried the box and satchels into the woods? I did. Did you hide some of the watches in the woods? Did you hide the money there? No. Did you say this morning that you hid the money there? No. Did you find some money in Green's pockets? Yes, in his pocketbook. How many shots did Tony fire? Only one. Did he load his gun again? No; he had no more. Was there any charge in your gun when you threw it away? Yes, about five. Did you try to shoot yourself? No. Did Tony? I didn't see him. Was there anybody else there when Sandy gave the bag to you? No. How many pairs of shoes were there in the bag? Two pairs. Where did you leave the bag? By the fire. Leave anything in it? Yes; the bread and a pair of shoes. You said when the water boy said the police was coming he went to bed? No his father did. Was the old man sick that day? When he said the police was coming he made believe sick. When you left Sunday morning was everybody awake? Yes. Frank Neil? Yes. Did you enjoy seeing Hatch singing and dancing in the jail here? Not much. Do you want to see Hatch get free? Yes; I've got to die, but I would like to see him go free. Did you expect people to believe what you said at your last trial? I knew they couldn't believe us. The jury gave us a good trial. Do you expect them to believe you now? I don't know if they believe me or not, but it's all true, that all. Who was with you when you made up the story you told on the last trial? All the help. What did you do with your valise? Sold it to the old man after I was sentenced to death. This concluded the cross-examination. Mr. Jones made a lengthy plea for the acquittal of his clients. Mr. Carter's address although exceedingly brief was very forcible. Mr. McQuarrie said he could not possibly dismise the case at the stage of the proceedings. After consulting with Mr. Mike Murray for about half an hour Mr. Jones announced that the defense would call no witnesses. The prisoners are committed for trial. Mr. Carter will communicate with the Attorney General at once and it is probable that a speedy trial will be called.

YES, BIG BARGAINS AGAIN THIS WEEK

—AT— STRAIN'S

Special Friday and Saturday Sales.

- Lot Colored Shirt Waists in Cambrics and corded Percales, neat stripes, etc., \$1.00 regular. **Friday and Saturday 76c.**
- Another lot white Lawn Waists are \$1.50 and \$1.60. **Friday and Saturday, \$1.19.**
- Moire, Fancy Stripe and Black Satteen Underskirts, \$1.50 quality, at **\$1.19 Friday and Saturday.**
- Corsets, Special Quality, at 69c.**
- Ladies' Under Vests and Drawers **21c.** Regular price, 30c.
- Our 15c English Cambrics, **12 1/2c Friday and Saturday.**
- Lot Curtain Muslins, 10c, 12c, 15c—**Friday and Saturday 9c yard.**
- Cotton Challis, very neat spots and figures, **10c—regular 15c.**
- Cotton Cashmere—Black, cream, brown, pink, blue, **15c yard.**
- New lot Roller Towelling, **7c, 8c, 9c,** marked 10c, 11c, 12c regular price.
- White Cotton, 34 inch wide, **6c yard.**
- Lot Hamburg from 10c to 20c—**Friday and Saturday 9c yard.**
- Lot White Lawn Waists, little mussed and soiled, were \$1.50 to \$2.00—**79c.**

ROBERT STRAIN & CO.,
27 and 29 Charlotte Street.