C. N. R. PLANS FOR MONTREAL

Contemplated Work Will Involve Expenditure of \$25,-000,000 - Land Behind Mountain for Model City

son.

MONTREAL, Dec. 28 .- The plans of the Canadian Northern Railway Montreal include an expenditure \$25,000,000 on the following: 4,800 acres of land behind the mountain for a model city; car shops and freight yards; a tunnel from the Hunt club to the corner of Lagauchetiere and St. Monique streets; a palatial hotel on the site of the Baths hotel and adjoining properties on Dorchester treet

From this to the river a strip has been bought, and the company will run an elevated line over it, only crossing three streets, all the rest being on their own land.

PEACE DINNER WELL POLICED

(Continued from page 1.)

containing the party started towards the hotel.

A score of "plain clothes" were on duty within the hotel. A number of the nificant to note that yards are being committee had requested Police Commissioner Walde to insure against any possible disorder by having a plenitude of guardians of the peace at hand. Outside, at the various entrances, were in the provision of which an expendiconsiderable details of uniformed men, with many more within easy call.

TRAIN WRECKED BY BROKEN RAIL

(Continued from page 1.)

Albert Lodge, St. Paul, cook on Joseph Mosher, cook, Bethel hotel, St. Paul

M. Mahoney, brakeman, Whitefish, Mont.

Mrs. Martha Keet, passenger, Kaispel, Mont. One male passenger, body not identi-

fied. Two year old child of Mr. and Mrs.

B. Bailey, Bottinu. Bailey is agent of the Great Northern Railroad at Bot-

Among the injured is W. J. Laramie, passenger, Whitefish, Mont. Of the injured only two were seriously hurt, according to the officials of the Great Northern. The dining car, the tourist car, and the first and second day coaches turned over. The dining car, tourist, sleeper and first class day coach rolled down a twenty foot embankment. The tourist and dining cars caught fire and were burned.

Efforts were made to put out the flames with fire extinguishers and snow out without avail.

The sleeper left the track, but stood right. Physicians were rushed from Sharon

nd Finley, and the injured were hurried to this place and to Findley. Wrecking crews were ordered from Devil's Lake and Breckenridge, and it was thought the road would be clear tonight.

Mrs. Nellie Frank of Chicago, was able to talk of the wreck.

"The first thing I knew," she said, "the car was pitching over, and in an instant was upside down. Then it settled on its side. As it settled down, and as the grinding crash of the timbers and steel ceased, there arose groans of

gone steadily if quietly forward, operations being simultaneously carried on from both terminals—this new link in the C. P. R.'s transportation system in British Columbia being designed to genetrate the rich valleys interven-ing and unite with the transcontinental main line at the town of Golden. A milestone in the history of this construction and in that of the Kootenay district was passed only this week when the advancing line of steel reached Fort Steele and the event was marked by the ceremonious driving of a golden spike in that prosperous town. On this line some 30 miles of construction has been the work of the past sea-C. P. E. Expansion. On the mainland, also, the C. P. R.

is proposing to double-track and very greatly improve a considerable section of the main line, an undertaking in volving very heavy expenditures but fully justified by the growth of traffic keeping pace with the country's development. Construction is also under way of the Burrard Inlet and Indian River branch which the C. P. R. is building around the North Arm of Burrard Inlet and which will bring an important section of the lower main-land into direct and beneficial touch. And in further illusitation of the foresight and progressive activity of Shr Thomas and his company, their inten-tions to provide at Vancouver termizals equalling any in the Canadian do minion has but recently been announced, Vice President Bosworth during his visit to the coast making public the company's decision to at once proceed with the erection of both a dt pot and an hotel second to none in Canada. At the same time it is sigestablished at Coquitlam which it is reported, will rank-in extent of trackage and all modern railroading neces sities-with any on the continent, and ture of millions is involved.

Here on Vancouver Island, the open ing of the extension of the E. & N. railway to the Pacific seaboard at Port Alberni is matter of recent history, and the public of Vancouver Island begin to realize how very potent a factor this through line to the west coast is destined to grow in connection with the exploitation of the timber and mineral wealth of southern Vancouver Island, and in the improvement of facilities for the expeditious handling of through trans-pacific traffic. Simulern railway port and of a palatial ho aneously the building of the extension from Duncan to Cowichan Lake is going forward with all possible rapidity order to afford a tidewater outlet for the splendid timber of this rich section of the Island. And that the company does not propose to rest even here in its development operations on the Island is plainly evidenced by the notice recently given of extension northerly to Hardy Bay or its vicinity-by the circumstance that grading on the Comox extension is now actively progressing-and that surveyors are now afield studying the preferable strategic line for the through north and south end-to-end Island line of the C. P. R.

to follow. And these Island lines will not be disappointed in traffic once they are ready for it. Already we have the declaration of Mr. Bosworth in a very late interview that terminal failities are an immediate Victoria necessity of his company, which finds itself handicapped at present in meeting the demands of existing traffic but

business and business growth to continue for long. Entire Road Under Contract.

With regard to the Canadian Northf observing the manner in which Mr ern, Canada's third transcontinental Warren attacks his projects and his more than tax the ability of any staff to system the creation of which is due to policy, will confidently expect to be keep up with the demands. Assuredly redeemed. At Penticton several hun- the Attorney-General is not to be these master railway builders, Sir William. Mackenzie and Sir Donald despair from those who had been hurt. Manh, it is a significant dred men are now working in the con-struction squads, while the company's that every foot of the line as arranged for surveyors are away ahead locating a favorable route in the Summerland bia is now under contract, workmen. district. The announcement of the being distributed from tidewater 150 miles or more inland, from the company's intention, upon the comple tion of its present undertaking, to lose coast! to the North Thompson river; the calls of 'fire' from the rear and and arrangements are now under no time in establishing also a connec tion between Kelowna and Vernon is way for the distribution of still fresh in the public mind, this exconstruction camps in the other near future over the remain-der of the mileage. A report of November operations just issued tension-according to President Warren's statement-passing down the west side of Long Lake and through the rich fruit-growing districts of from the offices of Mackenzie, Mann & Oyama and Woods' Lake. Mr. Warren Co., at Vancouver, showed a total of states positively that this road will be men at work from Kamloops to built during the coming summer. He Port Mann alone-this force to be ingoes further and announces his intencreased to seven thousand as soon as tion of later on, continuing it up men can be got. Canadian Northern Coldstream and White Valley and per enterprise has also during the past haps eastward from there. These reyear given birth to a new and imp lated enterprises mean very much to tant town at Port Mann, on the Fra-British Columbia in the development ser, where the company's shops will of the fertile districts to be served, as in future years give employment to a well as in the provision of the shortconsiderable industrial populavery tion. While, at the same time, extener, more direct, connection between the coast and the Kootenays. sive investigations are being made as to conditions between Vancouver and Among other railway enterprises may vicinity of the Frasermouth, the be mentioned, en passant, those of the object of the company being to secure Howe Sound and Pemberton Meadows such a terminal location as will enrailway, which is now operating able it to fully live up to that portion through some marvelously rich timber of its contract work with the province providing for most expeditious contact country up the western slope; and the Canadian & Northeastern (until lately mown as the Portland Canal Short with Vancouver Island by modern rail Line), already operating for eighteen way ferry. Here on Vancouver Island niles out of its tidewater terminals at construction activity, inaugurated with Stewart, and which has now acquired fitting ceremonies during the just past summer in the vicinity of Colwood, ha authority from Ottawa to extend easterly, through territory as yet unserved been progressing steadily, systematicby railways, the Pine river coal areas, ally and solidly, so that in its completion the Island will possess in this last to an eastern connection at Edmontor section of the Canadian Northern sys-This also is a road with which Sir Donald Mann is intimately connected, tem a road for the best standard and and during the past season extensive equipment-and which only-one would exploratory work has been indefati look for in any railway property of gibly prosecuted, with a view to mak-Sir William and Sir Donald or with ing it as important a development which their representative in British agency as possible, as well as a thor-Columbia, that veteran railroad man oughly modern railway in all the rein the best and every sense of the quirements of grades, alignment and word, Mr. T. G. Holt, is identified. The curvatures. present plans of the C. N. P. for Van-Tramway Development couver Island provide for connection with the Pacific at Barkley Sound, but To turn from railways to tram lines. it is not in harmony with the aggres-1911 has witnessed phenomenal developsive Mackenzie and Mann policy, nor ment of traffic in the citles of Victoria is it in the least their intention to stop Vancouver, New Westminster and Nelthere. They, too, have their explorers son, as well as in the suburban districts, in the field, studying the land and its physical conditions, it being their well the settling up of which has been materially hastened by rural and interurunderstood intention also to lose no ban electrical services. Here on Vantime in finding a route for their railcouver Island the close of 1911 sees the establishment of the Jordan River power station and construction of the B. C. E. R. Co.'s Saanich extensions well unat Galloway has a very important section which will be der way with, on the Mainland corre-

THE VICTORIA COLONIST

afforded by the carrying ou known as the Coteau P electrification project, recently taken over by the Mackenzie and Mann in-terests, in the Okanagan. This cheme embraces the construction a tramline, to be economically operated electrically by power derived from the Shuswap falls, through the Lumby, White Valley and Coldstream districts Shuswap falls, Vernon, and subsequently connect ing with all the Okanagan towns-a line which will serve as an important feeder of traffic to the Canadian Northern system, while the owning com-pany will also be in a preferential po-sition to furnish to the interested communities cheap power for electric light and general industrial purposes.

Industrial Activity.

And here, as wherever else they go with their lines of steel, one may ex pect to see early evidence of the in-fluence of Mackenzie and Mann in the stimulation of general industrial ac-tivity. With the object lesson of their investments in the coal, timber and ishery wealth of Vancouver Island be fore them, the people of this portion of Canada do not require to be told now these captains of industry create business for their railroads and their steamboats by taking a large part also in the building up of productive in dustry in the territories served. In the more northerly reaches of the provinces, the building of the Grand Trunk Pacific has gone steadily for ward, the steel head having some weeks ago crossed the great divide of the rockies and now being found at the headwaters of the Fraser, on the western slope. Simultaneously the con-struction line has advanced up the Skeena from the Pacific terminal at Prince Rupert, until now all that is equired to give access to the fertile Bulkley valley is the completion of the ridge across the river, which it is expected will be announced next summer. The announcement has been very ecently made, too, that Messrs, Foley, Welch & Stewart have received the contract for the final section between the Bulkley and Tete Juan Cache, and this work will go forward expeditious ly with the coming of spring. Nor, in estimating the importance of this com pany's operations in the making of the new and greater British Columbia hould one overlook the assurance giv en by President Hays in the agree ment with the people of Prince Ru pert, concluded upon the return of the Premier from Europe of the provision of large terminals at the new north

el in that city as well as another in Victoria. Adding to Facilities.

The Great Northern, too, is system atically adding to its facilities for se curing and handling a share of British Columbia business, and Mr. Hill is found still working toward the com pletion of the Victoria, Vancouver & Eastern, that road now being at Coalmont, to share in the haulage of the product of the mines there, with an assurance of the inauguration of yet, more vigorous construction policy in the approaching spring! Further evidence of the Great Northern's very

practical interest in British Columbia is found in the finel acquirement by Mr. Hul of lands on False Creek, Van-couver, upon which he intends to erect one of the finest station buildings the Pacific coast. Yet a little further away the Kettle River Valley railway, under the dynamic direction of President J. J. War-

ing the demands of existing traine of the just ended season, and will enter which under the generalship of Sir the just ended season, and will enter Penticton by April next, twenty miles ren, has forged ahead strongly during the just ended season, and will enter at the Merritt end, having already will not allow conditions restrictive of been completed and the promise being given by Mr. Warren that the entire line will be finished and in operation by midsummer of 1913-a promise which anyone who has had opportunity

lingly, the ver to Burnaby, and fro minster to Fraser Mills. The great un dertaking of the Western Canada Power company at Stave Lake is also just completed, and all is ready for the turning on of power, for the various purposes of Vancouver and Fraser val lev consumers after an initial expendi ture of three million dollars, while ru mor has it that this company has virtu-ally matured its plans for an establish-ment of tramway facilities on the north side of the Fraser. There is here a val-uable section to be served, and the build ing of the proposed line would be very readily justified by the development of traffic shown by the Chilliwack exten-sion of the B. C. E. R.

Marine Prograss In marine transportation the enlarge ment of the facilities of the several op erating companies has kept pace with the growth of railways, the mercantile marine of British Columbia having now developed proportions of which the country has no reason to be ashamed Trade with the sister commonwealth of Australia and the Dominion of New the government to keep pace with this growth and development in the facili-Zealand has grown well, and necessitat ties of the public services. ed the employment of new vessels of a nost superior class. The busines of the trans-Pacific liners has grown even mor In the various supporting industries rapidly and substantially, so that the C. P. R. has found it policy to build for this service two vessels which it is promised will be ready for use fifteen months hence, outclassing any steam craft now found in western waters. For the coasting trade, although it is now catered for also by the G. T. P. and the Union SS. Co., both with new ves sels meeting every modern requirement, the C. P. R. has found it necessary during the expired twelvemonth to bring out the new Princesses Alice, Adelaide and Patricia-while others still are building, and it is Mr. Bosworth's statement that three or four more are requisite. With Canadian Northern construct tion, the Mackenzie and Mann interests are certain to have their tributary Pa cific fleets, and the announcement cred. ited to Sir Donald Mann at San Frantors to the fuel necessities of the coun cisco; that the plans of his company embrace the establishment of new lines from British Columbia ports to the Orient and to Australia, comes, therefore, as no surprise. That the vessels of these new services will be the best that noney can build is equally to be expected. And now that the completion of the Panama canal is measurably in sight additions to the lines of north and south inter-communication will naturally come in quick succession. In this connection, as well as in respect to the development of the coasting trade, it is

interesting to note that the past year has witnessed the advent in British Co lumbia of Mr. Welsford, one of the foremost shipping men of Liverpool, whose interests have now acquired the Union and Boscowitz fleets, and who is himself certain to become a prominent factor in this domain of Canadian commercial activity.

Investment in Land

During 1911 there has been unpre-cedented demand for British Columbia hands, investments both in farming and orchard areas and in city properties having been of a volume never before apprached. The surveying of crow. lands has appreciably kept pace with the growing demand, and under the cra profitable mining year. ficient direction of this department by Hon. Mr. Ross systems have been introduced greatly facilitating the investiga tions of homeseekers and settlers, for whom a very considerable portion of the provincial lands have been absolutely The activity in investments reserved. in British Columbia properties is well indicated by the returns of the land registry offices, and in this connection, while there have been complaints of de lays in the getting out of titles, it must be remembered by the public that things have gone forward in British Columbia tainte. at such a pace of late that it would blamed in this connection, Columbia has never had an officer in charge of this department of the public business more energetic or more untiring and indefatigible in his endeavors for the betterment of all the departments over which he presides. Settlement and colonization have been materially stimulated both through the practical activities of the lands department, and the supporting policy of the department of agriculture-the two working in harmonious helpfulness. And, to revert again to the matter of Thus while the department of lands, un der the new system, secures from and provides to the depuartment of agriculture information as to new territories explored-the character of soils, the forestation, climatic and precipitation conditions, approximate costs of clearing, etc .- the department of agriculture, with its scientific and popular facilities for the education of the British Columbia settler in the best and most approved methods in all branches of agriculture and the related industries, stim ulates in the best possible way not only the demand for land, but its fullest and most advantageous utilization.

every hand. It is in large measure due to the foresight and energy of Hon. Mr. Taylor-happily named "Good Roads Taylor" throughout the province-that present road development conditions ob--that tain, he having shown a constant and heart-whole interest in this importan branch of the public work, and excel-lent administrative ability in bringing to his task thoroughly modern and results-producing methods. In public works generally the same tribute might be said to apply, and in connection with the prospectus for the new year, it is noteworthy that at present in the various provincial undertakings of which the extensions of the Parliament buildings, the public institutions at Coquitlam, Burnaby, Kamloops, Vancouver, Kaslo, Grand Forks, Revelstoke, Ver non, etc., are examples British Columbis has under contract no less than \$2.500. 000 worth of new buildings necessitated by the development of the country and the demands of its public business. The country is growing and thriving, and it is the duty as well as the ambition of

Industrial Advances

of the province, conditions are prosperous and progressive. The year just ended has been a marked impetus given coal mining on Vancouver island by the advent of Sir Wm. Mackenzie's company as operators of the Dunsmuir mines, other companies also having been formed and now being found engaging in coal mining under satisfactory and profitable conditions. At Port Alberni there is excellent prospect of a new coal field being developed; while on the Queen Charlottes, railways are being provided for to open up proven coal bearing areas, and nearer at hand, in the islands of the Gulf, the discovery of large seams of coal has been an event of recent months. In the Nicola the mines are now important contribu

try, the Nicola Valley Coal Co. having shipped from the Middleboro mines something like 200,000 tons during 1911. In the northern mainland, along the line of the G. T. P., yet other fields are being explored or opened up, and the advent of 1912 seeks the coal mining industry most fortunately situated. with an assurance of vast supplies in virtually every section of the province.

Mining Conditions Lode mining too, has made substan tial progress during the year, and this industry sees the dawn of 1912 unde distinctly encouraging auspices. The revival of activity in the Slocan, where conditions are better today than in many years past; the re-awakening of

Cariboo, for which there is now a reincarnation in the matter. of mining through the approach of facilities of rail transportation; the interesting of responsible capitalists in the reclamation of the gold of the Fraser canyons; the good reports from the Omineca and numerous other centres of prospecting in the province-all pressage a busy and

Lombering and the conservation the forests have received the very careful and practical attention of Hon. Mr Ross since his assumption of the responsibilities of his department, and with the establishment of such large and comprehensive operations as those of the Powell river, Ocean Falls and Swanson Bay pulp and paper companies, a new trend may be said to have been given industrial activity in the utilization of our forests. That there will at the same time be a larger lumber cut in the province during next year than ever before may be taken as a cer-

As to fisheries, the exploitation of the great potential wealth of the country in sea foods may be said to have but begun during the year just ending -with the appearance of the Me and Mann interests in the whaling and the hallbut trade, the coming also of December (approx.) 802,956 Sir George Doughty and his associates with their long experience in the fisheries of Grimsby, the formation of Mr. Starratt's new and well equipped com-**CLEARINGS SHOW** pany, and the provision of the large storage plants, construction of which is under way at Prince Rupert and other points along the northern coasts.

today as the result of injuries sus-BAD REVERSE tained earlier in the day, when a loconotive on the Wabash exploded at Phamesville, wrecking the engine.

NEGOTIATIONS FAIL

imo City Council and B. C. Hy. draulic Company Not Agreed on Tramway Quest

NANAIMO, B. C., Dec. 30 .- In all robability the negotiations carried on during the past six months between the city council and the B. C. Hydraulic company in reference to the installation of a tramway system in Nanaimo con necting with the outlying districts, has been labor spent in vain, for word has been received from Mr. Smith, the president, that his company would not onsider the installation of a tramway system unless the city would not only guarantee interest, but also the prin cipal required in the construction of the system.

As the council has absolutely refused to entertain such an offer, it will probably at the next meeting, inform the B. C. Hydraulic Co. that all negotiations are called off and will decide to look elsewhere for a tramway.

The tramway committee is in receipt of a letter from Mr. Waller, the head of a company of English capitalists who visited Nanaimo several months ago, and whose proposal is to install a tramway system in this city. Mr Waller has now written the committee in charge of tramway matters, asking for a three months' option, during which time he would send out engineer to look over the ground before sub mitting any definite proposal.

The request of Mr. Waller will prob ably be accepted to by the council, and the early part of 1912 will likely see English engineers on the ground making preparations for a tramway, which will make Nanaimo the distributing and central point for the entire district.



Year's Returns Show Growth of Fifty-two per Cent, Over Figures of Previous Twelve Months

Remarkable growth in traffic has been shown by the B. C. Electric company during the year just ending, the increase for the twelve months in the number of passengers carried on the company's local lines being no less than 52 per cent. over the 1910 total. Far. the twelve months the aggregate num of passengers carried was 8,221,029, con pared with 5,441 110 the previous year and 5,093,590 in 1909. The increase for the year was 2,780,010.

With the growth in traffic the com pany has been adding to its system in the way of additional line facilities and equipment, and with the new year fur ther extensive additions are projected. The traffic returns for each month cf the year compared with corresponding months of the previous months were as follows:

• 1911. January 546,029 February 522,990 March 584,250 April 575.742 May 701,455 June 689,169 July 758 958 August 773,958

467.458 474,684 504.253 September 776.943 480,064 October 756.824 475,421

FINANCIAL GROWTH

1910.

415,150

359.325

365.457

428,683

445.235

455.702

569,537

5,441,019

Turkish Troops Storm Their Position at Tobruk and Kill Large Proportion of the Garrison

FOR ITALIANS

Tuesday, January 2, 1912

WASHINGTON, Dec. 29 .-- A twentyfour hour battle in which the Turkish troops defeated the Italian forces, killing half of them in rout, is described in an official message from Constantinople, that has been made public at the Turkish embassy tonight. The message was transmitted to the imperial ministry of war at Constantinople by the commander of the Turkish troops from Tobruk, Tripoli, under date of Dec. 22. The report follows:

"We have attacked the fortified posts of the enemy. Notwithstanding fire from the warships and fort batteries, we entered the fort and the garrison has been annihilated. "Ammunition, provisions, war ma-

terial and a quick-firing machine gun have been carried into our carpo, "In its forward of movement, ohe our wings cut off the retreat of a detachment, who started toward the coas.

During the retreat the enemy lost half of their number. Our losses wer seven killed and a few wounded. The sheikh Meri, who with his five sons, came at the head of his tribe, is among the dead. The courage of our officers and soldiers is exemplary. Lieutenant Notjib Dey was first to enter the fort. He destroyed the quick firing guns."

FIRE IN HALIFAX

King Edward Hotel and Other Buildings Destroyed, with Loss Estimated at \$200,000.

HALIFAX, Dec. 29 .- Fire which has already destroyed the King Edward hotel, one of the largest in the city, and three other buildings, is still burning.

The loss is estimated at \$200,000. A gale is blowing. All guests of the hotel escaped, but were forced to abandon their belongings.

mittee, be large inquiry. The resolution :

ASHTABULA, Ohio, Dec. 29 .- Two hundred men, women, and children narrowly escaped death in the Salvation Army hall here today when the interior casing on a holiday decoration caught fire from a Christmas free. Before the guests fully realized their dan ger the interior the half was a mass of flames. The salvation Army officers prevented a panic, and by breaking out the windows all escaped.

Wrong Man Arrested

LONDON, Dec. 29 .- Scotland Yard tonight received a cable dispatch from New York indicating that a mistake had been made in arresting K. Howard Ford, an American who was taken into custody at Dover on landing from the steamer Lapland. Ford said he was a director in the United States Rubber company. His wife, who is in

Berlin, is said to be prostrated by his arrest. Ford was believed to be "Doc Waterbury, a notorious swindler.

Peaceful Peace Banquet NEW YORK, Dec. 29 .- The strife that has characterized the preparations for the citizens' peace banquet tomorrow night, when President Taft will be the guest of honor, subsided tonight into

Audience Marrowly Escapes

The Harvester also will be taken hittee will recom Patterson SEATTLE, Dec. terson, of Tennes home tonight by ing with him his rick, who shot R

TO

Both Partie

mined

Cotton Mi

Rileys For

MANCHESTER

Nothing has be

of intervention

strike which has ers out of work

an equal numb

sides to the dis

Joe and Sarah

join the unit

have been compe

at Accrington

demonstrations.

cerned over the

an agreeable ex

mas 'holiday.

The operativ

SEATTLE, Dec

for December up

dry, December 2

CLEVELAND,

dren of August

death tonight in Mazzio's home h one daughter we

that it is feared fire started in I rear of his home

House of Repres

Investigate Co tional I

WASHINGTON

ping combine, the er Co., and the

are to be investig

session of congre mittee, the creat recommended by

the committee, s mittee of seven

opinion of a majo

ate and house con the shipping trus liepresentative H

ton. January 15

date on which her on the Humphrey

thereafter the rul termine what action three investigation have been held on

otaution.

Representative

MORE AB

Seattle

Four Ch

not to vield.

nounced insane o use of liquor. Spain MADRID, Dec. sirous further t tions between S tries of North an

created a missio

rection of the mit to Senor Don Ju

the Spanish mi

WINNIPEG, De of St. Paul, whil

nipeg this morn

Leaps

Smallpo

Picture

LONDON, Dec.

artist, notorious

tures, has just

ably sensational

chaser, a well kn

is in a quandary,

sable to the e removed." Su

at will prove a gitation in this

presided over

INNEAPOLIS.

the federal country and the fe

Lumbermen

States.

clard on Decembe

by a committee o

"Women who had travelled with children could be heard frantically calling in the agreement with British Columfor them. What had been just a few moments before a car of comfort had turned into a car of horror.

"Almost in an instant we could hear I heard someone in the car who had been seriously injured piteously begging to be removed.

"Most of them, I believe, were gotten out of the cars, but the whole thing has been so horrible that I cannot remember now if anybody in particular peared to be unable to help himself at the time. At the bottom of the embankment there is snow frozen over at this time, but the heat of the fire melted the ice to a depth of about six inches, and added materially to the obstacles

met by the rescuing parties." MESSAGE FULL

OF OPTIMISM (Continued from page 1.)

railways, Hon. Thomas Taylor, some-thing more than 300 miles of railway built in British Columbia, inclusive of the large development works of the Canadian Northern Pacific, Grand Trunk Pacific, Canadian Pacific, Kettle River Valley, Canadian & Northeastern, etc. During the month of Noember alone this railway building activity gave employment to upwards of 10,000 men, 5,400 being engaged in the Canadian Northern Pacific between Kamloops and Port Mann, alone, with 800 more on this island, and having been given for the inorders crease of the mainland force to 7,000 as soon as possible. Disbursements in wages and supplies within the provice may be roughly placed at a mildollars per month. And on all lines an enlargement of operations is anticipated with the advent of spring. To refer first to the expansion programme of the pioneer Canadian ranscontinental system, its extensions development projects now under and development projects now under le head, Sir Thomas Shaughessy, keeps his hand upon the pulse adian transportation necessities id how prompt he is in moving to seet the forward march of settlement. the interior, construction of the ootenay Central from its point of way up and through the Island. Nor mtact with the British Columbia may one overlook the importance of outhern (generally referred to as the the assistance in the development of

Advance of Education

And a further important factor in promoting settlement is found in the fact that the facilities of education have kept pace with colonization. The public schools of British Columbia have long held an honorable position, and it will now be but a short time before opportunities for the securing of higher education will also be available for all in British Columbia. It has been anisland to the ends of the earth. nounced by Hon. Dr. Young, the minister of education, that he proposes to have arrangements made for the inaugustruction alone distributing something ration of university classes in 1913, and like two million dollars monthly, and all who know this minister are aware industrial activity keeping pace-with how close to his heart are all educathe cities, and notably Vancouver, Victional interests and with what zeal and toria and New Westminster, growing application he will do his part in prophenomenally and each according to its moting the university interests in every necessities of the future making such possible way. That a million dollars would be made available for university provision for that future as indicated in Victoria's recent letting of the larpurposes if need during the coming gest individual paving contract in hisyear was announced some time ago. No stronger evidence could be given of the tory and her more recent award of a carnesiness of the British Columbia contract for upwards of a million to government in its detremination that obtain for citizens and visitors assurthe facilities of education in this provance of an abundance of pure water,

Good Boads

Trunk roads and municipal highways have developed amazingly during the

ing more than ever before in good roads making and maintenance, and the success of this policy being admitted on

Strathcona Park

public roads and facilities, not only of communication, but of health and pleasure, British Columbia highways Past Year Has Established a being now famed throughout America, New Record for Bank Figit may be said that the government has not been dormant with respect to the ures-Nearly Fifty perfection of plans for the development Cent, Increase of Strathcona park, that Alpine wonderland surrounding Buttle lake. These plans are now being matured, Col. Holmes being in the field a considerable Victoria in a commercial and indus part of the past season, comprehensive trial sense showed a great advance details now obtaining consideration over the previous year if the growth which will permit of the inauguration in the bank clearings can be taken as of initial work at an early date. The any indication of the decided improvegovernment holds the, view that the

ment in financial conditions, and clearadequate development of Strathcona ings are accepted as the best train park must be such as not only to afbarometer. The aggregate clearings for the year were \$134,929,916 comford the citizens of Vancouver and pared with \$91,567,074 in 1910 and \$70, Victoria facilities for recreation and 695,882 in 1909. As compared enjoyment, but also to serve a magnet 1910 the year's clearings showed an for the attraction of world touristsincrease of no less than \$43,362,742 or to the advantage of provincial busi-47 per cent. For the-first year in the ness interests and the advertisement of history of the local clearing house the the beauties of this province and this one hundred million mark has been exceeded. Glancing over the assured operations With one or two exceptions the of the coming year-with railway con-

monthly returns indicate that the improvement in local commercial circles has been remarkably well sustained throughout the year and not, as is the case in many cities, being accentuated at certain periods only to fall back at others. The growth while great has been steady and progressive and presents nothing of the boom characteristics so evident in many other centres The monthly returns for the year com ith the corresponding months in the pared w years 1910 and 1909 are given below

Jan. . . \$9,013,716 \$7,390,767 \$4,235,476 6,978,831 6,404,570 4,321,397 12,325,329 7,170,088 4,940,269 11,693,604 7,239,383 5,529,870 12,670,585 7,475,044 5,407,059 11,361,784 9,189,761 6,452,175 11,554,631 10,517,023 6,051,953 11,394,981 8,865,555 5,564 5,454 5 11,033,004 ,238,838 12,670,535 7,485,044 11,361,784 9,189,761 11,554,651 10,517,023 11,394,981 8,866,555 9,652,304 7,984,304 11,527,732 8,750,129 2,869,855 10,786,779 11.554,631 10.517,023 11.334.981 8.865,859 9.652.264 7.984.304 11.527,732 8.750,129 12.869,885 10,386,173 11.752.343 10,184,970 5,864,55: 5,864,553 6,873,869 7.200.48 8,099,57

outward peace with the announcement of the final arrangements. Besides President Taft, the speakers will be Andrew Carnegie, Oscar Strauss, former ambassador to Turkey, Former U. S. Scnator Towne and Henry Clews, the banker. The president will speak first. No reply has been received to the official invitation sent to Former President Roosevelt, but it was said on his behalf by the committee that he might. "drop in, and if he does he will be welcome.

Colonel Roosevelt has said he would not

LAND ACT.

Victoria Land District-District Coast Bange Three.

Three. Take notice that Vincent Clayton, of Bella Coola, occupation storekeeper, intends to apply for permission to purchase the following described lands: Commencing at a post planted 10 chains west of the northwest corner of Lot 125, Bella Coola, thence south 20 chain, thence west 80 chains, thence north 10 chains, more or less to south boundary of Lot 3, thence east 50 chains more or less to south-east corner of Lot 3, thence north 10 chains more or less to the northwest cor-ner of Lot 2, thence east 30 chains more or less along south boundary of Lot 3, to point of commencement. point of comm

I, Davidson Ward Co., of Var I. Davideon Ward Co., of Vancouver, E. C. by occupation manufacturers, give notices that I intend on the 14th day of January next, at 11 o'clock in the forenoon, to ap-ply to the Water Commissioner at his of-fice at Victoria, R. C., for a license to take and use 450 cubic feet of water per second from Stafford River to be diverted at a point about the head of the above river. The water will be used on Lot 34T for power purposes. I intend to apply at the same time for permission to store 100 acre feet of the said water in a reservoir at the head of Stafford River. DAVID WARD CO.. Per Mostyn Williams, Agent. December 15th, 1911.

SEEDS Good gardenets ers and vegetables. Good flowers and vegetables come from good seeds. We pro-duce good seeds. the inter-ence is obvious. For sals

> 1912 SEED ANNUAL Free on Re .H. FERRY & CO.

to have the "pic · price. Admissi TORONTO, Der from Dr. Sundar Wilkie the preser as it affects the Canada, and the refusal to admit of 400 Sikhs at p Dominion, this justice to fellow well as to the hi British empire de tion to relieve hereby appoints these matters to and take such s

WINNIPEG, D broken out in the nipeg, and two moved to quaran hundred cases in in Minnesota, and ties are afraid th

Great Northern ning 45 miles an. to some passenge ing, opening the now in the Cro several broken b

serious.

attend.

Form No. 9- Form of Notice. Per

VINCENT CLAYTON, December 13th, 1911. WATER NOTICE.

\$134,929,916 \$91,567,074 \$70,595,882

Juh Aug. Sep. Oct. Dec. .. .

there is no question but that we may Mch. look upon 1912 as the year which, as May a matter of fact, will open up the new June era for British Columbia in all its

Fatally Injured ST. THOMAS, Ont., Dec. 30 .- Engineer Thomas Code died at the hospital here Tet.

fullness.

past year, the government today spend-

ince shall be second to none.