

C. N. R. PLANS FOR MONTREAL

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

MONTREAL, Dec. 28.—The plans of the Canadian Northern Railway in Montreal include an expenditure of \$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 Lagache and St. Monique streets; a palatial hotel on the site of the Baths hotel and adjoining properties on Dorchester street.

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 committee had requested Police Commissioner Walde to insure against any possible disorder by having a plentitude of guardians of the peace at hand. Outside, at the various entrances, were considerable 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 dinner. Joseph Mosher, cook, Bethel hotel, St. Paul. M. Mahoney, brakeman, Whitefish, Mont. Mrs. Martha Keet, passenger, Kalspel, Mont. One male passenger, body not identified. Two year old child of Mr. and Mrs. J. E. Bailey, Bettina, Bailey is agent of the Great Northern Railroad at Bettina.

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, tonight 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 but without avail. Most sleeper left the track, but stood upright. Physicians were rushed from Sharon and Finley, and the injured were hurried to this place and to Findlay. Wrecking crews were ordered from Devil's Lake and Breckenridge, and it was thought the wreck 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 despair from those who had been hurt."

"Woman who had travelled with children could be heard frantically calling for 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 the calls of 'fire' from the rear and I heard someone in the car who had been seriously injured pleadingly begging to be removed."

MESSAGE FULL OF OPTIMISM

(Continued from page 1.) Railways, Hon. Thomas Taylor, something 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 & Northwestern, etc. During the month of November alone this railway building activity gave employment to upwards of 10,000 men, 3,400 being engaged in the Canadian Northern Pacific between Kamloops and Port Mann, alone, with roughly 800 more on this island, and orders having been given for the increase of the mainland force to 7,000 as soon as possible. Disbursements in wages and supplies within the province may be roughly placed at a million dollars 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 transcontinental system its extensions and development projects now under way show how well its energetic and capable head, Sir Thomas Shaughnessy, keeps his hand upon the pulse of Canadian transportation necessities and how prompt he is in moving to meet the forward march of settlement. In the interior, construction of the Kootenay Central from its point of contact with the British Columbia Southern (generally referred to as the C. N. R.) at Galloway has

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 penetrate the rich plateau country 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 East Kootenay district was passed only this week when the advancing line of steel reached Fort Steele and the event was marked by the ceremonial driving of a golden spike in that prosperous town. On this line some 30 miles of construction has been the work of the past season.

C. P. R. 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 involving 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 mainland into direct and beneficial touch. And in further illustration of the foresight and progressive spirit of Sir Thomas and his company, the negotiations to provide at Vancouver terminals equalling any in the Canadian Dominion 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 depot and a not second to none in Canada. At the same time it is significant to note that yards are being established at Coquitlam which it is reported, will rank—in extent of trackage and all modern railroading necessities—with any on the continent, and in the provision of which an expenditure of millions is involved.

Here on Vancouver Island, the opening of the extension of the C. P. R. 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 expedition handling of large trans-pacific traffic. Simultaneously the building of the extension from Duncan to Cowichan Lake is going forward with all possible rapidity in 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 northward to Hardy Bay or its vicinity—by the circumstance that grading on the Comox extension is now actively progressing—and that surveyors are now studying the preferable strategic line for the through line north and south from the end of Island line to the 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 recent interview that terminal facilities at his immediate Victoria necessity of his department, which finds itself handicapped at present in meeting the demands of existing traffic but which under the generalship of Sir Thomas and the local supervision of his trusted lieutenant, Mr. Marpole, will not allow conditions restrictive of business and business growth to continue for a long time.

With regard to the Canadian Northern, the company's third transcontinental system the creation of which is due to these master railway builders, Sir William Mackenzie and Sir Donald Mann, it is a significant fact that every foot of the line as arranged for in the agreement with British Columbia is now under contract, workmen being distributed from tidewater 100 miles or more inland, from the coast to the North Thompson river, and arrangements are now under way for the distribution of other construction camps in the near future over the remainder of the mileage. A report of November operations just issued from the offices of Mackenzie and Mann Co., at Vancouver, showed a total of 5,400 men at work from Kamloops to Port Mann alone—this force to be increased to seven thousand as soon as the Canadian Northern enterprise has got under way. The year given birth to, during the past year given birth to, an important town at Port Mann, on the P. R., where the company's shops will in future years give employment to a very considerable industrial population. While, at the same time, extensive investigations are being made as to conditions between the Fraser river and the object of the company being to secure such a terminal location as will enable it to fully live up to that portion of its contract work with the province of British Columbia (and lately the Canadian & Northwestern) known as the Portland Canal Short Line, already operating for eighteen miles out of its tidewater terminals at Stewart, and which has now acquired authority from Ottawa to extend eastward through territory as yet unreservedly in British Columbia, and to an eastern connection at Edmonton. This also is a road with which Sir Donald Mann is intimately connected, and during the past season extensive exploratory work has been indefatigably prosecuted, with a view to making it, as far as a development as possible, as near as a thorough modern railway in all the requirements of grades, alignment and curvatures.

Tramway Development. To turn from railways to tram lines, 1911 has witnessed phenomenal development of traffic in the cities of Victoria, Vancouver, New Westminster and Nelson, as well as in the suburban districts, the settling up of which has been materially hastened by the well established electrical service on Vancouver Island the close of 1911 saw the establishment of the Jordan River power station and construction of the B. C. E. R. Co.'s Saanich extensions well under way with, on the Mainland corre-

spondingly, the extensions from Vancouver to Burnaby, and from New Westminster to Fraser Mills. The great undertaking of the Western Canada Power Company, at "Stave Falls," is now completed, and all is ready for the turning on of power, for the various purposes of Vancouver and Fraser valley consumers, after an initial expenditure of three million dollars, while rumor has it that this company has virtually completed its plans for an establishment of three or four facilities on the north side of the Fraser. There is here a valuable section to be served, and the building of the proposed line would be very readily justified by the development of traffic shown by the Chilliwack extension of the B. C. E. R.

Marine Progress. In marine transportation the enlargement of the facilities of the several operating companies has kept pace with the growth of the industry. The 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 Zealand has grown well, and necessitates the employment of new vessels of a most superior type. The building of the trans-Pacific liners has grown even more 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 S. S. Co., both with new vessels 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 under construction. Mr. Bosworth's statement that three or four facilities are in the making, 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 Columbia of Mr. Welsford, one of the foremost shipping men of Liverpool, whose interests have now acquired the Union and Settlements in British Columbia business, and Mr. Hill is found still working toward the completion of the Victoria, Vancouver & Eastern, that road now being at Coalmount, to share in the haulage of the product of the mines there, with an assurance that 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 final agreement by Sir Hill, who has apparently kept pace with the growing demand, and under the efficient direction of this department by Hon. Mr. Ross systems have been introduced greatly facilitating the investigations of homeseekers and settlers, for whom a very considerable portion of the provincial lands have been absolutely reserved, and in investments in British Columbia property is well indicated by the returns of the land registry offices, and in this connection, while there have been complaints of delays in the getting out of titles, it must be remembered by the public that things have gone forward in British Columbia at such a pace that it would be more than tax the ability of any one to keep up with the demands. Assuredly the Attorney-General is not to be blamed in this connection, for British Columbia has never had an officer in charge of this department of the public business more energetic or more untiring in his endeavours for the betterment of his constituents 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 the most harmonious of ways. Thus while the department of lands, under the new system, secures from and provides to the department 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, stimulates in the best possible way not only the settler, but the farmer, and the most advantageous utilization.

Advances 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 is announced by Hon. Dr. Young, the minister of education, that he proposes to have arrangements made for the inauguration of university classes in 1913, and all who know this minister are aware how close to his heart are all educational interests, and with what zeal and application he will do his utmost to reward the university interests in every possible way. That a million dollars would be made available for university purposes if need during the coming year was announced some time ago. No stronger evidence could be given of the earnestness of the British Columbia government in its determination to provide the facilities of education in this province shall be second to none.

Good Roads. Trunk roads and municipal highways have developed amazingly during the past year, the government today spending more than ever before in good roads making and maintenance, and the success of this policy being admitted on

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 obtain. He having shown a constant and heart-whole interest in this important branch of the public work, and excellent 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, Vernon, etc., are examples British Columbia 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 the government to keep pace with this growth and development in the facilities of the public services.

Industrial Advances. In the various supporting industries of the province, conditions are prosperous and progressive. The year just ended has been a marked impetus given to coal mining on Vancouver Island by the advent of Sir Wm. Mackenzie's company as operators of the Dunsuir mines, other companies also having been formed and now being found engaged 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 Charlotte Islands, a coal bearing area, 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 mines are now important contributors to the fuel necessities of the country, the Nicola Valley Coal Co. having shipped like 200,000 tons during 1911.

In the northern mainland, and 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 substantial progress during the year, and this industry sees the dawn of 1912 under distinctly encouraging auspices. The revival of activity in the Slovan, where conditions are better today than in many years past; the re-awakening of Cariboo, for which there is now a mining program in the matter of reclamation through the approach of facilities of rail transportation; the interesting and responsible capitalists in the reclamation of the gold of the Fraser canyon; the good reports from the Okimica and numerous other centres of prospecting in the province—all presage a busy and a profitable mining year.

Timbering and the conservation of the forests have received the very careful and practical attention of Hon. Mr. Ross, also 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 certainty.

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 Mackenzie and Mann interests in the whaling and the halibut trade, the coming also of Sir George Doughty and his associates with their long experience in the fishery of Grimsby, the formation of Mr. Starratt's new and well equipped company, and the provision of which is under way at Prince Rupert and other points along the northern coast.

Strathcona Park. And, to revert again to the matter of public roads and facilities, not only of communication, but of health and pleasure, British Columbia highways being now famed throughout America. It may be said that the government has not been dormant with respect to the development of plans for the development of Strathcona park, that Alpine wonderland surrounding Butte lake. These plans are now being matured, Col. Holmes being in the field a considerable part of the past season, comprehensive details now obtaining consideration which will permit of the inauguration of initial work at an early date. The adequate development of Strathcona park must be such as not only to afford the citizens of Vancouver and Victoria facilities for recreation and enjoyment, but also to serve a magnet for the attraction of world tourists—to the advantage of provincial business interests and the advertisement of the beauties of this province and this island to the ends of the earth.

Glancing over the assured operations of the coming year—with railway construction alone distributing something like two million dollars monthly, and industrial activity keeping pace throughout the cities, and notably Vancouver, Victoria and New Westminster, growing phenomenally and each according to its necessities of the future making such provision for that future as indicated in Victoria's recent letting of the largest individual paving contract in history, and her more recent award of a contract for upwards of a million to obtain for citizens and visitors assurance of an abundance of pure water, there is no question but that we may look upon 1912 as the year which, as a matter of fact, will open up the new era for British Columbia in all its fulness.

Fatally Injured

ST. THOMAS, Ont., Dec. 30.—Engineer Thomas Code died at the hospital here

today as the result of injuries sustained earlier in the day, when a locomotive on the Wabash exploded at Thamesville, wrecking the engine.

NEGOTIATIONS FAIL

NANAIMO, B. C., Dec. 20.—In all probability 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 connecting 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 consider the installation of a tramway system unless the city would not only guarantee interest, but also the principal 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 company that 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 engineers to look over the ground and propose submitting any definite proposal.

The request of Mr. Waller will probably be accepted 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.

GREAT GROWTH OF TRAMWAY TRAFFIC

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. For the twelve months the aggregate number of passengers carried was \$221,029, compared with \$441,410 the previous year and \$598,569 in 1909. The increase for the year was 2,780,019.

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

Table with 2 columns: Month and Passenger Count. January 1911: 546,029; 1910: 415,150. February 1911: 522,990; 1910: 359,235. March 1911: 681,250; 1910: 365,457. April 1911: 575,742; 1910: 428,953. May 1911: 701,456; 1910: 445,256. June 1911: 689,189; 1910: 487,458. July 1911: 758,358; 1910: 474,684. August 1911: 773,958; 1910: 504,253. September 1911: 776,943; 1910: 480,064. October 1911: 756,824; 1910: 475,421. November 1911: 731,755; 1910: 495,720. December (approx.) 802,956; 1910: 569,637. Total 1911: \$221,029; 1910: 544,019.

CLEARINGS SHOW FINANCIAL GROWTH

Past Year Has Established a New Record for Bank Figures—Nearly Fifty Per Cent. Increase

Victoria in a commercial and industrial sense showed a great advance over the previous year if the growth in the bank clearings can be taken as any indication of the decided improvement in financial conditions, and clearing as accounted for the best barometer. The aggregate clearings for the year were \$134,929,916 compared with \$91,567,074 in 1910 and \$70,695,882 in 1909. As compared with 1910 the year's clearings showed an increase of no less than \$43,362,742 or 47 per cent. For the first year in the history of the local clearing house the one hundred million mark has been exceeded.

With one or two exceptions the 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 intervals. The growth which great has been steady and progressive and promises nothing of the boom characteristics so evident in many other centres.

The monthly returns for the year compared with the corresponding months in the years 1910 and 1909 are given below: Jan. \$9,012,716; 1910: \$7,390,757; 1909: \$4,225,474. Feb. 8,235,841; 1910: 6,449,370; 1909: 4,821,297. Mar. 12,358,320; 1910: 1,170,088; 1909: 4,940,263. Apr. 11,692,504; 1910: 1,228,389; 1909: 5,529,370. May 12,678,045; 1910: 2,485,944; 1909: 4,452,178. Jun. 11,581,744; 1910: 1,289,761; 1909: 4,452,178. Jul. 13,654,831; 1910: 1,017,023; 1909: 6,051,925. Aug. 11,293,929; 1910: 8,868,259; 1909: 5,864,553. Sep. 8,652,384; 1910: 8,868,259; 1909: 5,864,553. Oct. 11,857,732; 1910: 8,750,129; 1909: 5,873,885. Nov. 12,869,845; 1910: 10,386,178; 1909: 7,200,482. Dec. 11,765,248; 1910: 10,184,074; 1909: 6,019,572. Tot. \$134,929,916; 1910: \$91,567,074; 1909: \$70,695,882.

nothing to do with the taking of a hittee will recommend Patterson. SEATTLE, Dec. 29.—The resolution of the shipping trust representatives on January 15, date on which he on the Humphrey thereafter the ruling, which would terminate what three investigation have been held on.

WASHINGTON, Dec. 29.—A twenty-four 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 the fire from the warships and fort batteries, we entered the fort and the garrison has been annihilated. "Ammunition, provisions, war material and a quick-firing machine gun have been carried into our camp. "In its forward movement, the enemy wings met the retreat of a detachment which had been ordered to meet them. Our losses were seven killed and a few wounded. The sheikh Merli, 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 Notliu Day was first to enter the fort. He destroyed the quick firing guns."

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