Friday, December 14, 1906.

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south; thence one hundred and
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ted December 3rd, 1906.
2—Commencing at N. E. Corner
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ted December 3rd, 1906.
D. C. McDONALD.
oria, B. C., 7th December, 1906.

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owder is better than other powders,
s both soap and disinfectant. 14

The Semi-Weekly Colonist.

VOL. XLVIII. NO. 102 — VICTORIA, B. C., TUESDAY, DECEMBER 18, 1906. — FORTY-EIGHTH YEAR.

PATERSON FOR MAYOR OUTLINES HIS POLICY

In Response to Largely-Signed Citizens' Petition Ex-President of Board of Trade Consents To Enter Municipal Arena

From present indications there will be only two candidates in the coming mayoralty contest, the present occupant of the office and T. W. Paterson, M. P. P.

Yesterday afternoon the latter was waited on by a delegation consisting of Goulding H. Wilson and Simon Leiser, who presented him with an extensively signed petition requesting him to accept a nomination, and pledging support. After consultation with the gentlemen mentioned, he decided to accede to the request, and is now in the field as a candidate for the position of mayor of Victoria for the year 1907.

It was intimated, in several quarters, that Dr. Lewis Hall, at present alderman, would be nominated for the mayor's chair, but sooner than enter into a three-cornered contest he has decided to withdraw. Dr. Hall will, in all probability, be a candidate for re-election as an alderman from Ward 1.

In an interview last night, Mr. Paterson gave an outline of what he considered the duties of the mayor, and the course he will follow if elected to the position.

Board Should Be Harmonious

"I consider the mayor," he said, is only the presiding member of the city council. He should work in harmony with the board of aldermen and endeavor in every way to work with them for the best interests of the city. The mayor has the distinction of being elected by the whole body of voters, but I think any alderman chosen to represent Victoria, though elected only by the votes of one section of the city, should be broad-minded enough to consider all parts alike, and thus actually be on a par with the chief magistrate in the discussion of all questions of civic importance. It was with these views I decided to accept the nomination tendered me, and I will, if elected, endeavor by my actions and advice to secure this feeling in the incoming council.

Several questions of live interest were then touched upon, Mr. Paterson saying: "In the first place, I do not believe in too much legislation, either civic or parliamentary. If the by-laws at present in force in this city are lived up to, I think it is much necessary for a large transient population, Victoria is an extremely orderly city, and while such is the case, I do not deem it advisable to hamper any class of business by the passage of further by-laws.

Municipal Enterprise

"I realize that Victoria's natural attractiveness can be much enhanced by municipal enterprise, and, if elected, I will do all in my power to further public improvements such as permanent sidewalks and sewers. Another matter that should receive special attention is the beautifying of the public parks. The city should be made even more desirable as a place of residence. Thousands of people come every year to Victoria for pleasure alone. Many more will come each year in the future, and I consider the city council is justified in expending a reasonable sum in rendering the public parks as beautiful as possible and maintaining them in a proper manner.

"Another matter, of even more importance, is the provision of proper educational facilities. The public and high schools should be maintained in as efficient a manner as possible. If elected, I will do all in my power to support any measure that will secure to the boys and girls of Victoria proper facilities for education in sanitary buildings, not over-crowded. School accommodation should certainly be increased, keeping pace with the growth in population.

"There are many sections on the outskirts of the city that are lacking in proper roads, sidewalks, lights and sewers. The recent influx of population has caused them to become extensively built up, and when civic work for next year is being outlined, I believe these districts should receive special attention. Increased taxes will be obtained from these localities, and it is the duty of the city council to render them easy of access and well cared for at the earliest possible moment.

The Water Problem

"Water in abundance Victoria must, and will, have. This is one of the most important questions to the city at present undecided. I am not prepared, in advance of the Full court's decision in the appeal case, to say in what direction a new supply should be sought, but this matter of vital interest should be settled at the earliest opportunity. I have given this matter very careful consideration, and will, as soon as the judgment is rendered, be prepared to make a public declaration as to my position.

"Like every loyal Victorian, I believe in the progress of the city. It therefore goes without saying that I will support, whether elected or not, anything that will be of good to Victoria and Vancouver Island. The Songhees reserve question should be settled at the earliest date, and I will work tooth and nail to have it satisfactorily disposed of. All the public bodies of the city have gone on record in the matter, and I am fully in accord with the purport of their resolutions. Its settlement means a public park and adequate school site for Victoria West, in addition to securing proper railroad terminals and the removal of an eyesore to Victoria. The Songhees reserve will, as soon as it becomes open to occupation, become a very important part of the city and contribute a large amount of revenue every year.

Encourage Industries

"I believe in holding out inducements of a reasonable kind to new industrial enterprises. Each should be considered on its merits, and anything that in justice to the city can be performed, done to secure additional employment for Victoria mechanics and workmen.

"Do I believe in a bridge across Seymour Narrows? Of course I do. Victoria has an island as big as some provinces at its back. It is richer in timber and as rich in minerals as any part of British Columbia, and transportation facilities are not going to remain as they are very long. The Seymour Narrows bridge must come in the near future, and much sooner than many of us expect."

Mr. Paterson, in conclusion, again expressed himself strongly on the subject of the mayor's duty, as he stated it, to work in harmony with the city council. "I would not take the responsibility on myself," he said, "if not in any im- [illegible] of the board of aldermen. They are equal representatives of the city with the mayor, and I believe are generally as competent to render decision as the chief magistrate.

Morley Runs Again

Mayor Morley yesterday declined to make any statement for publication beyond the fact that he would again be a candidate. He stated he was preparing an account of his official actions that will be handed to the press upon completion.

Neither of the organized bodies of voters will go on record in favor of either of the candidates. Rev. T. W. Gladstone, president of the Citizens' Alliance, said last night that his association would not pledge itself to either candidate, although it was probable a series of questions would be presented to both for reply. F. B. Pemberton, president of the Property Owners' association, stated that the body mentioned would not take any active part in the coming contest.

Mr. Paterson, although not having previous experience in municipal affairs, is no novice in public matters. He was elected to the provincial legislature in 1902, at a by-election, for the constituency of North Victoria, and retained the seat, now known as that of The Islands, at the last general election.

Preparing for Campaign

At the meeting of the city council tomorrow evening the first note in the municipal campaign will be sounded, when Ald. Goodacre will move that nomination day be set for Jan. 14, and the election held three days later. He has three notices of motion on the bulletin board, all referring to the election. The first is that W. W. Northcott be appointed returning officer to take the referendum on the question: "Shall regulations be passed to prevent the sale by retail in stores of spirituous and fermented liquors (bottle license), except in the premises devoted exclusively thereto?" This question was introduced at the last regular meeting by Ald. Hall and was carried. The second is that the polling for school trustees shall take place in the police court room. The date of nomination and election will be set in the third motion, and it will make the police court the polling station for the mayoralty. The polling stations for aldermen will be arranged in the city market building, each of the five wards being given a separate room.

Petition to Paterson

The extensively signed petition asking Mr. Paterson to accept nomination is as follows:

Victoria, B. C., Nov. 27, 1906.

T. W. Paterson, Esq., City.

Dear Sir:—We, the undersigned ratepayers of the city of Victoria, respectfully ask you to allow your name to be put in for nomination for Mayor of the city of Victoria at the next coming election, and pledge ourselves to give you every support in our power to secure your election.

We are [illegible] the present time in need of a strong man to represent the city's interests and feel satisfied in your choice we will have the right man in the head of affairs of the city of Victoria.

Hoping you will comply with our request, we are

Yours respectfully,

Simon Leiser, H. G. Wilson, J. G. Cox, E. B. Marvin, F. W. Angus, F. F. Hedges, G. A. Kirk, Henry W. Thomson, J. Heaney, Geo. E. Munroe, P. E. Toneri, F. Appleton, Robt. H. Swinerton, Geo. N. Gowen, J. W. Knight, C. R. King, R. Machin, F. A. Pauline, J. R. Collister, John Barnsley, H. Smith, J. H. Lawson, L. A. Genge, A. B. Fraser, Sr., W. S. Fraser, J. Taylor, R. George, H. A. Munn, Richard Hall, J. H. Warner, G. F. Stelly, T. Walker, Jos. Boscowitz, R. S. Heisterman, T. Shotbolt, Geo. Chadwick, W. G. Cameron, T. C. Meads, W. A. Robertson, James Bryce, A. V. Robertson, Henry Cooley, Robert Bryce, E. F. Radiger, J. A. Scott, Louis Wille, James H. Lawson, Jr., J. P. Walles, H. D. Helmcken, L. J. Q. Quagliotto, W. Cathcart, B. S. Oddy, A. M. Bancroman, Thos. H. Horne, James Forman, A. Stewart, Geo. Jay, A. K. Munroe, John Piercy, Elliott S. Rowe, L. A. Finch, J. A. Douglas, D. R. Ker, Geo. Powell & Co., Jas. Crawford, Laura A. Heisterman per B. S. H., A. S. Innes, F. A. Gowen, Arthur B. King, J. E. Wilson, A. G. Harding, A. E. Wade, George Marsden, J. A. Worthington, H. L. Salmon, Robert Jameson, Thos. G. Mason, George Schmidt, C. J. V. Spratt, Isador Lancaster, J. L. Beckwith, William Grant, Wm. Turpel, J. J. Lemon, Geo. Florence, W. J. Hanna, S. Sea, Jr., W. Mabel, E. M. Johnson, Alex. McDermott, R. B. McMicking, A. H. Hartley, F. Finch, S. M. O'Keil, C. W. Rhodes, G. D. Christie.

STORM BLOCKS TRAINS AND FUEL FAMINE EXISTS

People of Brandon Suffer for Want of Coal and Wood

C. P. R. PROMISES TO SEND RELIEF

Will Despatch Engines and Snow Plows to Take Cars Out of the Drifts

Brandon, Man., Dec. 15.—The fuel situation here is hourly growing worse and unless aid soon comes conditions will be very critical. Beyond six cars of anthracite coal for the C. P. R. and one car for a local dealer yesterday and two cars of soft coal, for local dealers this morning, no fuel whatever has reached the city for three days past.

Nearly all the city hotels are running very short of coal. The hospital has less than a week's supply as has also the Brandon college and the electric light station. The jail is out of coal entirely, but has about two weeks supply of wood. Most of the churches have no coal whatever.

As far as private citizens are concerned a good many have been burning old fences and any other wood procurable.

The Canadian Northern railway has plenty of cars loaded at Edrans, but cannot get them through on account of the storms. There are twenty cars of hard coal on the Great Northern line, but traffic there is completely blocked too.

The situation with the C. P. R. remains just as serious as ever. The general manager of the Souris coal mines at Beaufel on the Souris branch, was communicated with, but answered that he could do nothing as storms for three days had entirely blocked freight traffic in that section and on the mine tracks. The C. P. R. has promised, however, to help him out as much as possible with the engines, snow ploughs, etc.

It is fortunate for the city that the weather is still rather mild, but should a cold spell come on the condition of the people, destitute entirely of coal and wood, would be terrible. As a prominent dealer remarked this morning the fuel situation in the city of Brandon, at present, is by far the most serious in the history of the municipality.

Bad in North Dakota

Grand Forks, N. D., Dec. 15.—It is said that between Grand Forks and Minot on the Great Northern railway, there are seven freight trains which cannot be moved on account of heavy snow or the shortage of coal or both while the fuel shortage is menacing on account of the prevailing blizzard. Not all towns in North Dakota are without fuel, but where coal or wood is wanting the situation is critical. If fuel arrives within a few days there will be little suffering in North Dakota.

LIVES LOST IN GREAT LAKES.

Chicago, Dec. 14.—One hundred and twenty-six lives were lost in navigating the Great Lakes this season. Compared with the loss of 215 lives in 1905, the season death list appears small, and yet with but two exceptions, it was the largest in the decade. During the year 88 persons were lost overboard, 15 fell into the holds of vessels and were killed, 11 met death by machinery accidents on shipboard, 2 committed suicide, 3 died from natural causes aboard vessels, 52 were lost when their ships foundered, and 5 were drowned in collisions.

TWENTY-ONE INDIANS BLOCK CITY'S GROWTH

Victoria's Commercial Expansion Stayed Because of Whims of Handful of Aborigines Who Hold Songhees Reserve—Situation Is Serious

"There is no doubt, from the announcement which has been made and from information received from other sources that the Canadian Pacific railway company intends commencing the construction of a new line on Vancouver Island in the spring," remarked H. G. Wilson, one of Victoria's most prominent wholesale merchants, in discussing the local commercial situation yesterday. "They will probably extend the present line as far as Comox and cross the Island to some point in the neighborhood of Alberni," he added, "but whatever is said upon that point can only be in the form of conjecture. Of one thing we are fairly sure and that is that the work will be started. Now what does that mean to this city? Answer that question correctly and you will find that our immediate expansion from a business standpoint depends entirely upon the settlement of the Songhees Reserve question. The position briefly then is this: Are we going to allow twenty-one Indians, more or less, to stand in the way of the commercial advancement and the future prosperity of Victoria?"

Situation Is Serious

Mr. Wilson feels strongly upon this matter and his words are a true index to his sentiments. "It is impossible," he went on, "for any but those actively engaged in business to understand clearly what this means to the city. Follow me for a minute and you may be able to realize the seriousness of the situation as I do. Railway construction upon the scale which the C. P. R. contemplate on Vancouver Island will necessitate the employment of some fifteen hundred to two thousand men. That's a conservative estimate and will not be gainsaid by any one with a knowledge of what the building of a railway, especially through such a country as this part of the Canadian West, involves in the way of general expenditure and particularly in the disbursements to those employed to do the work. As a rule the company allows each man $20 a month for board and lodging. Now we'll take the smaller figure—1,500. The payment of $20 each month to that number of men would mean $30,000, wouldn't it? In the event of such an amount being expended by the C. P. R. for the supplies of their employees in connection with construction work on the Island—and as I said before we are fairly sure that this will take place—where is the business to go? It belongs to Victoria. But with the present terminal facilities of the E. & N. we wouldn't be able to handle it satisfactorily."

That, Mr. Wilson claimed, was the condition of affairs in a nutshell and was the strongest possible argument in favor of a strenuous move being made towards bringing about an immediate settlement of the vexed Songhees Reserve problem. It was an aggravating thing to think that a few Indians should have it in their power to so hamper the growth, commercially and industrially, of such a community as Victoria—a city which had only been holding its own for years and which now was being given its opportunity. Opportunity was knocking at its door and it was for Victorians to throw wide open its gates, to welcome it, to so use it as to build up the city in every way. Such another chance might not present itself for some time and he couldn't be persuaded that there wasn't some way to overcome the difficulty presented by the occupancy of the reserve by the Songhees tribe.

What Is to Be Done?

What was to be done? That was the question which he thought should burn in the minds of all Victorians who had the interests of the city at heart. Personally, he thought, if it was found impossible to remove the Indians from all the property which they possessed on the west side of the harbor, pressure should be brought to bear on both the Dominion and provincial governments with the object in view of procuring for the C. P. R. a lease of the thirteen acres of land lying to the south of the swing bridge. The provision could be made that the monies derived for rental, etc., be placed to the credit of the Indian fund. Thus the latter could in no wise be considered unfairly treated.

The C. P. R. given such a strip of land for the extension of its terminal facilities, Mr. Wilson believed that immediate steps would be taken towards introducing the necessary improvements. It was not generally realized how important the establishment of greater conveniences for handling freight at this end was to the local merchants. During the past few months business had increased to an enormous extent. The present facilities were totally inadequate. He could say this authoritatively for he knew whereof he spoke. There had been occasions when, owing to a rush of traffic, cars consigned to his firm had been left standing at Russell's station for two or three days before they could be brought into the Store street sheds and unloaded. That was the condition now; what would it be when the C. P. R. commenced railway construction and orders came pouring into local wholesale dealers, as might be expected? Even by making no allowance for general development of trade, which was progressing continually, it would be found that the facilities of the E. & N. railway were not sufficient to take care of the business. Without some change, therefore, local merchants would suffer.

C. P. R.'s Big Plans

How would the C. P. R. improve matters by obtaining a holding on the reserve was a question which he had heard asked quite frequently. In the course of conversation with various C. P. R. officials, who had paid visits to Victoria during the past year, he had been given to understand that, the accommodation assured, they would commence work upon big extensions without delay. They would establish a new freight yard on the side of the harbor opposite the business section of the town. There they would erect sheds, each of which would have a spur line running to its doors, thus allowing the loading and unloading of many cars simultaneously with the utmost despatch and, what was probably more important, at the least possible cost to all concerned. In this way wholesale merchants and general shippers would be assured of quick despatch and delivery of goods coming into and leaving the city.

But that wasn't all they proposed undertaking. He had it from reliable sources that the company would set aside a certain area of the land which might be allowed for terminal facilities for the use of the wholesalers of Victoria. Upon this property the latter would be able to construct their warehouses. Tracks would be run up to the doors of these establishments. The advantage of such an arrangement was patent. The merchants would be able to keep a large amount of stock on hand, ready for shipment at the railway terminal. Upon receiving orders, all that would have to be done was to load the waiting cars and despatch them to their destination.

Business Men Handicapped

Mr. Wilson spoke of this matter with marked enthusiasm. He explained that at the present time the business men of Victoria labored under a serious handicap in competing with outside cities, such as Vancouver. They had to pay express rates upon all goods shipped, to meet wharfage charges, and other incidentals all of which was subtracted from the profit. What was the situation in Winnipeg, Vancouver, and in fact, the majority of the growing cities of the Canadian West? The thriving capital of Manitoba had no less than one hundred and sixty miles of railway track within the limits of the municipality. The most of this length was made up of short spurs connecting the different warehouses of prominent dealers with the main line of railway. The same system, only upon a somewhat smaller scale, was in vogue in Vancouver. Why, Mr. Wilson wanted to know, couldn't it be introduced in Victoria? Once again the Songhees Reserve phantom obstructed the path of progress. That question disposed of, or the C. P. R. granted an area for the extension of its Victoria terminal, and accommodation would be provided allowing for the expansion of trade and for the cheapest and most expedient despatch of goods to and from Victoria.

Another exceedingly interesting point, which Mr. Wilson mentioned, was the question of providing means for traffic across the harbor in the event of a modern freight yard being established on the western foreshore. He did not believe that the present swing bridge would be found satisfactory. By improvements and extensions it might be made to answer the purpose for a short time but not for long. Ultimately the necessity for the construction of a new up-to-date swing bridge would become evident to both the officials of the Canadian Pacific Railway company and to the citizens generally. Where would it be built? He thought the shortest and the best all round route was from the bottom of Johnson street to a point somewhere in the vicinity of the western end of the present E. & N. bridge. Such a structure, he pointed out, would reduce the time now necessary to make the trip to a material extent. Besides further facilitating the shipment of merchandise by the railway it would bring the Victoria West district closer to the business section of the city, figuratively speaking. He was sure that the citizens of that district would appreciate such an improvement to say nothing of what it would mean to the community from a business standpoint.

Big Increase in Trade

Leaving the possibilities of the future and predictions of what will occur when the Songhees reserve is thrown open, Mr. Wilson reverted to the present situation. He spoke of the wonderful advance in the volume of general business transacted by Victoria merchants during the past six months. The increase, he says, is nothing short of remarkable. He dates the change in conditions from the time the C. P. R. began to evince an active interest in the development of Vancouver Island, and Victoria city in particular. Ever since that company had acquired the E. & N. railway with its immense land area and had commenced the construction of a large tourist hotel here business had begun to pick up. During the past two or three months it had commenced to go ahead by leaps and bounds.

"Victoria is one of the most-talked-of cities in Canada today," remarked Mr. Wilson. "That's a fact," he added, "although it may sound somewhat far-fetched in view of the position she has occupied in the eyes of the merchants of the East and Northwest in the past. I can remember a time when our travelers were practically laughed at when calling upon possible customers at points in the interior of the province and further east. "Why you fellows don't exist commercially—you're not on the map" was the greeting often accorded them in a joking way. But, though the remark was intended to be humorous it was then more or less correct. Recently the change has been marked. People are beginning to look to Victoria. They think Vancouver has had her day, the C. P. R. having disposed of practically all its lands there with the exception of what is required for terminal purposes. The taking over of the E. & N. railway by that company and the activity being displayed by the latter in advertising the capital city of British Columbia, has opened their eyes to the fact that Victoria has a future. And now they are commencing to take us seriously, to give us a fair share of their business, and, as a result, we're going ahead faster than ever before."

Everything pointed to unprecedented progress during the next year. Mr. Wilson said only one thing stood in the way of the onward march—transportation facilities. To ensure the acquirement of that the Songhees reserve question would have to be settled in some way within the very near future. He hoped, therefore, that citizens would combine in the endeavor to help surmount a difficulty so insignificant in comparison to the importance of the interests at stake.

Mr. Helmcken's Views

"The reserve question could have been settled to the satisfaction of the Indians, the Dominion and provincial governments and the Victoria municipality years ago if the proper course had been adopted" remarked H. D. Helmcken, K. C., who has acted as counsel for the Songhees tribe in the negotiations which have taken place in regard to this matter

(Continued on Page Three.)

BUSINESS GROWS BEYOND E. & N. TERMINAL FACILITIES

Canadian Pacific Railway Company's Policy of Expansion Delayed by Failure to Settle Songhees Reserve Question—Important Improvements Are Soon to be Made

The failure to reach an agreement in respect to the disposition of the Songhees Indian reserve is seriously retarding the commercial expansion of Victoria.

The Store street terminal facilities of the Canadian Pacific Railway Company are entirely inadequate for the present business being handled on the Esquimalt & Nanaimo Railway.

Extensive freight yards would be established on the Indian reserve by the C. P. R., were the reserve opened.

A larger bridge, accommodating trains, vehicular and pedestrian traffic will replace the present swing structure.

Another large freight ferry will be operated immediately by the C. P. R. between Ladysmith and Vancouver.

The large sawmill to be established at Esquimalt will include a planing mill, and shipments will be made direct to the Northwest over the C. P. R.

The foregoing is a citation of important information gleaned by the Colonist in an interview yesterday with J. Goodfellow, superintendent of the E. & N. railway. During the past few months the export and import business of this city has increased to such a material extent that it is impossible for the company to handle the trade expeditiously. Upon the present single siding running up to the freight sheds only two cars can be handled simultaneously. Thus when the ferry plying between Vancouver and Ladysmith brings over twelve carload lots for Victoria merchants, something which has often occurred during the past year, many of the consignees have had to wait inconveniently long for the delivery of their goods. This is the condition of affairs as they exist. Therefore it is imperative, both in the interests of the company concerned and the citizens of Victoria, that extensions should be made at as early a date as possible. Before this can be done, as Mr. Goodfellow points out, the Songhees reserve question must be settled. Until that property is available there will be no room for the much-needed improvements.

Board of Trade Aroused

This matter was brought to public attention for the first time at a meeting of the Board of Trade held on Thursday afternoon by J. Wilson, one of the most prominent wholesale merchants of the city. During a discussion of the reserve and the possibilities of reaching a settlement which would necessitate the Indians moving elsewhere and allow the municipality the use of that land, he took the stand that further delay would interfere with local commercial expansion. He told of how rapidly business, between Victoria and the Mainland, was growing, and of the difficulty being experienced by the E. & N. officials in the handling of merchandize with the required despatch. In his opinion the immediate settlement of the reserve problem was of even more vital importance than heretofore, because of the marked advance in the general trade during the past few months. In order that the growth should not be hampered, he thought the C. P. R. should be given the opportunity to increase its facilities for the handling of freight.

The views expressed by Mr. Wilson are endorsed in toto by Mr. Goodfellow, the superintendent of the railway. Interviewed yesterday, he said that there was not the slightest doubt that the business between this part of Vancouver Island and the Mainland had developed to a remarkable extent recently. What had brought about the improvement he was not in a position to say definitely. Probably it was to some degree attributable to the prosperity prevailing throughout the whole of Canada, but more likely it could be directly traced to the illimitable market that existed for almost all the produce of this section in the prairie provinces. Although he has received no complaints from Victoria merchants in regard to tardiness in the delivery of freights, there was no doubt that the present facilities were insufficient.

Present Facilities Inadequate

Mr. Goodfellow went on to say that the employees of the company did all they possibly could under the circumstances. He thought the merchants concerned would agree that, when it was remembered that only two cars could be loaded and unloaded at the same time, the work was done quickly and well. This, however, did not alter the fact that extensions and improvement were necessary. The business was increasing more rapidly than many realized. During the summer months the ferry barge had often carried twelve cars, its full capacity, to and from Vancouver Island for thirty days at a stretch. The most of the freight carried belonged to Victoria. Previously there had been days when the ferry was not required. When these two facts were remembered, the improvement in business generally between the two points might be better estimated.

There was no doubt about it, the terminal facilities of the E. & N. railway were insufficient to meet the exigencies of the situation. With a trade ever increasing those concerned were confronted with the problem of handling many carload lots of goods a day upon a track which would only take two each time. What was to be done? He agreed with Mr. Wilson, that the solution of the difficulty hinged upon the Songhees reserve question. That settled, and the property included in that area available for public use, and it would be possible, in all probability, for the C. P. R. to secure a portion for the extension of the terminal. Mr. Wilson also was correct when he said that the sooner something was done the better for the city. It might be that lack of facilities would retard commercial progress. He would not care to make such a strong statement, but there was not the slightest doubt but that the limit had been reached. If it kept on increasing—and there was no reason to believe that the progress of the development of Victoria trade would go backward from now on—more accommodation would become an absolute necessity.

Improvements Contemplated

What action would be taken providing the reserve question were settled at an early date? was a question asked Mr. Goodfellow. The latter, replying, said that he could not say officially. In all probability the freight yard would be separated entirely from the passenger depot. It would be allowed to remain as at present while arrangements would be made to deposit and ship the freight at some point on the west side of the harbor. Such a scheme, of course, would involve the construction of sheds, the building of new tracks, and other work. Doubtless the improvements would be carried out in accordance with the most modern ideas, and in such a way as to allow the delivery and shipment of goods with the utmost despatch. With more ground room, arrangements could be made to take care of the trade expeditiously and to the satisfaction of the merchants of Victoria and to those with whom they dealt, no matter to what proportions it might grow in the future.

In discussing the way in which the goods would be brought to the business section, Mr. Goodfellow said that some arrangement would be made rendering it unnecessary to carry it by the roundabout route of the Point Ellice bridge. What method would be adopted he was not in a position to state with authority. But it was likely that the railway bridge would be so altered as to permit its use for general traffic. If this were done, it would not take much longer for trucks and express wagons to make the trip to the new sheds than was now occupied in going to and from the Store street depot. At any rate, the difference, he thought, would be more than eliminated by the fact that the company employees, with better facilities, would be able to have the consignments ready for shipment much more rapidly than at present.

Reserve Is Needed

Asked if anything could be done providing there was further delay in the settlement of the Songhees reserve question, Mr. Goodfellow shook his head doubtfully. "It would be a splendid thing," he went on, "if the line could be extended as far as Government street by the removal of a lot of those Chinese shacks. But that would be too costly an undertaking. Really, I can see no other way out of the difficulty than by the utilization of some of the property now included in the reserve. All the other neighboring land is built upon, so that there seems to be no other direction for us to expand except on the west side of the harbor."

Questioned further as to the growth of business generally, Mr. Goodfellow reiterated his remark in regard to the number of cars which had been brought into Victoria daily during some of the summer months. The scow which had acted as ferry had been loaded to its full capacity almost continually. The C. P. R. officials, realizing that the trade was growing, and that this means

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CABINET WILL CREATE DEPARTMENT OF MINES

Hon. William Templeman Slated for It and Sifton to Return

Ottawa, Dec. 15.—(Special)—The cabinet had under consideration the draft of a bill to create a department of mines. It provides that it shall be in charge of a member of the privy council. Hon. William Templeman is at present administering the mines branch and it is expected that he will be placed exclusively in charge of the new department. Its creation will afford an opportunity after the session for an all round shuffle of portfolios, when it is fully believed that Clifford Sifton will return to the ministry.

Hyman's Condition Serious

The latest news about Hon. C. S. Hyman is that his health is much worse than reported. He has lost over fifty pounds in weight and is absolutely incapacitated from business.

STEAMER DISAPPEARS WITH CREW OF 31 MEN

Wrecking Vessel Collides With Its Tow and Both Are Disabled

Duluth, Minn., Dec. 15.—While being towed to Duluth by the wrecking steamer Manistique, the steamer Ireland came into collision and both were disabled. The tug George Crosby which was assisting the wrecking vessel took the tow off the Ireland and in doing so one man was lost. The Crosby come in and reported the loss of one life and returned to look for the wrecking steamer, but reports she is unable to find any trace of her and fears she and her crew of 31 men are lost. There is a heavy sea running and the Ireland is also in danger.

Bayfield, Wis., Dec. 15.—The steamer Ireland, from which the crew was removed yesterday afternoon is today reported to have sunk near Sand Island. News is not yet available from the wrecking steamer Manistique, which had thirty-one men aboard and which has been missing since last evening.