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VOL. XLVIII. NO 136. VICTORIA, B. C., FRIDAY, APRIL 19, 1907. FORTY-EIGHTH YEAR

ARGUMENT FOR PEACE AT CONGRESS BANQUET

Earl Grey Offers Plea for Adoption of Arbitration Methods

USES LABOR ACT AS ILLUSTRATION

Ambassador Bryce Tells Members of the Peace Congress They Are "Preaching to the Converted"

New York, April 17.—The following is a summary of the address delivered by Earl Grey, governor general of Canada, at the national peace congress banquet at the Hotel Astor tonight.

"It is the realizaton of the truth that just a little more enthusiasm and the light of the new day of universal peace will suddenly glorify our lives, that causes this congress and the influence that radiates from it, to be a matter of such high importance. It is the impulses and desires of mankind on which the future peace of the world depends. And let us remember that it is in the power of every single individual, no matter to what country he may belong, to add to that store of energy which gives us the light of peace, and that there comes a moment when the contribution of one more individual unit is all that is required to convert our darkness into light. In fair and growing Canada, that happy Dominion in which it is now my delightful privilege to live, the people have shown through the action of their parliamentary representatives that they have realized that it is only barbarous and uneducated people who prefer the quarrel of the sword to peaceful methods of arbitration as a means of settling the differences that may divide them.

"They have recently enacted a law which has made it an offence for the forces of labor and capital to resort to a lockout or a strike without first having a preliminary investigation into the subject of dispute. Although the act came into force only on March 22, it has already averted on three occasions an industrial war, which, but for this act, would have engendered many months of bitterness and have arrested the peaceful development of the arts of industry and would have left traces of privation and misery in the homes of thousands.

"Now, why should we not apply to international disputes the principle of this Canadian act, which forbids men to draw the sword until after a round table conference has taken place?

"Let the legiatures of the world who wish to promote peace decree that it shall be illegal to furnish a war loan to any nation who begins hostilities before first coming to the round table of The Hague tribunal."

After referring to the kindly feeling existing between the people of Canada and the United States, Earl Grey said in closing: "We stand today, both the Canadian and the American peoples, with noble origins. Our high traditions almost compel us to be the foremost champions of freedom and of Christian duty! We both represent nations which have been founded on the basis of self sacrifice.

"We owe a duty to our fathers that beget us, to give a disinterested example to the world, and the call that has been made to us to co-operate in the cause which aims at the substitution of arbitration for the sword in the settlement of international disputes, will, I am confident, not be made in vain, in whichever side of the frontier we may live, and I close with a renewed expression of my hopes, not only as a Rhodes trustee but also in the name of the Canadian people, who are devoted to the arts of peace, that The Hague conference may not be prorogued until it has established rules which will apply to the conduct of international disputes the same principle as that which within the last month has on three occasions secured the industrial peace of Canada by averting industrial war."

Mr. Bryce

Ambassador Bryce said in part: "This is the fourth day on which able speakers, including some of the most eminent men from both sides of the ocean, have been demonstrating the folly and wickedness of war, and the blessedness of peace. What is there left for us who speak now to add to what has been said on that topic?

"The weight of authority is great. Your president, who, like my sovereign, King Edward, has shown that he is a true lover of peace, has sent you a message of cordial sympathy. The weight of argument has been great. Members of the congress have abundantly shown to one another's satisfaction that war is not only irrational, immoral, unphilosophical and unchristian, but it is also unprofitable. Besides being bad in other ways, it is also bad business. If there was time to go through the history of the last two centuries it would be easy to show that whatever may be said for war in the abstract, nearly every war within that period, has done far more harm than good. Looking back for the last 60 years, I can think of only one war that could be called necessary; that is to say, in all other cases, either the object was not worth fighting for or the desired result might have been better obtained without fighting.

"But what we have now, in this congress, got to do is to consider how we can best work for preventing war in the future. The difficulty about such a meeting as this is that we are already agreed and convinced. I can imagine a cynical critic saying to us: 'Gentlemen, you are all, as the French say, preaching to the converted.'

"What you have got to do is to preach to the unconverted, who are not here to convince—those whom the Scriptures call 'The people that delight in war.'

"You are,' so the cynic would say, 'like an assembly of sheep, sheep with irreproachably white fleeces, preaching resolutions which entreat the wolves to leave off biting.'

"To answer this cynical critic, to see what we can really do to advance the object we have at heart, let us ask ourselves how it is that wars begin. We have all seen the phenomena. Some differences arise between two nations. Each nation has what it thinks a good case, but each nation thinks only of itself, and takes little trouble to understand the case on the other side.

"The newspapers throw themselves into the fray. They embitter feelings not only by denouncing the other side, but by dwelling only on their own case and entirely neglecting to state the case of the other nation. Every angry or spiteful thing that is said by the newspapers of the other country is reported. Everything that tends to mitigate passion is omitted. In this respect there is not a pin to choose between the newspapers of all the countries. The value of the object at stake is exaggerated, and each nation is told that its honor is involved in fighting for its own views. Thus the bulk of the people are lashed into fury. The wolves are masters of the field, and not a few of the sheep who had in quiet times professed their devotion to peace, the suddenly turned into wolves. The governments think that the people want to fight, and thus war is declared. Now who is to blame for this? Is it the governments? No doubt they sometimes show a want of firmness in resisting popular passion, but they say, and often with truth, that it is the popular feeling that pushes them into war. Or, is the fault with the newspapers? We all know that the newspapers fan the flame and spread it. But what is the motive? They want to please the public. They believe the public likes to have its passions aroused. The press is what the people make it. The blame after all rests with the people themselves, who lose their head under excitement. They can resist everything except temptation."

Mr. Bryce in conclusion recommended three practical steps, namely, the limitation of armaments, the conclusion of general arbitration treaties and the holding of such congresses as that which they had been attending.

"BLACK HAND" LEADER

Toronto, April 16.—The local Italian colony is excited over the report that Anato Martellino, alias Tony Martin, the alleged leader of a notorious band of the "Black Hand" at Port Colborne, is hiding in the city. Martellino has a lurid reputation and is said to be wanted for murder at Struthers, Ohio, a reward of $2,000 having been offered for his capture.

AFTER THE RAILWAYS

Washington, April 17.—Former Governor Larrabee of Iowa, had a talk today with President Roosevelt about strengthening the interstate commerce law, having in view a more strict federal supervision of railroads and the prevention of over-capitalizing. Chairman Knapp and Mr. Cockrell of the interstate commerce commission also talked with the president on interstate commerce business.

CRIMINAL APPEAL COURT

London, April 17.—A bill constituting a criminal court of appeal, which has not heretofore existed in Great Britain, was introduced in the House of Commons today by Attorney General Walton. He explained that the measure would create the right of appeal against conviction for crime, similar to those now existing in civil cases. The bill passed its first reading.

HOMESTAKE MINE FIRE.

Deadwood, N.D., April 17.—The fire in the Homestake mine, which has been raging for two weeks, was reported yesterday as being beyond control. The rock surrounding the flames is now so hot that it is almost impossible for men to get near enough to fight the fire.

COLONIAL CONFERENCE STARTS ON BUSINESS

Imperial Council and Imperial Questions Under Consideration

London, April 17.—The business transacted at the second sitting of the colonial conference today included the introduction of resolutions from the governments of Australia and New Zealand for the appointment of an imperial council, and one from the government of Cape Colony proposing the organization of some plan by which contributions for imperial defence from each colony shall be equitably fixed, on the condition that the colonies be represented upon the imperial council at which questions concerning the peace of the empire shall be discussed.

The resolutions were not formally moved, but there was a general discussion of matters connected with them. The Earl of Elgin, who presided, eventually drafted a composite resolution for consideration at the next meeting of the conference. The conference adopted a resolution lamenting the death of Richard Seddon, prime minister of New Zealand, who died of heart disease on June 10 last.

Joseph Chamberlain, the ex-colonial secretary, in acknowledging the receipt of a telegram of sympathy said: "I am promised complete restoration to health, and hope speedily to resume public work."

MRS. EDDY FOR PEACE

New York, April 17.—P. Davis, secretary of the international conciliation committee, today made public a letter which he received from Mrs. Mary Baker Eddy, the Christian Science leader, thanking him for his interest in the cause of international conciliation. Mrs. Baker Eddy in her letter characterizes the movement as one of paramount importance to all nations.

ENDEAVORS OF C. P. R. TO COPE WITH TRAFFIC

Letter to Sir Wilfrid Laurier From Sir Thomas Shaughnessy

HEAVY OUTLAY IN FIVE YEARS

Equipment Increased to Large Extent and Many Other Improvements Made on the System

Winnipeg, April 17.—The text of a letter addressed by Sir Thomas Shaughnessy to Sir Wilfrid Laurier in February last dealing with the efforts made by the Canadian Pacific Railway company to meet the rapid development of the country, was made public today, and is as follows:

"I saw the other day newspaper reports of a meeting of the Winnipeg board of trade, at which the railways were severely criticized for their failure to furnish cars and move traffic with suitable promptness, one member attributing the alleged shortage of cars and other facilities to the fact that the transportation companies were filling their own coffers while neglecting the country, and I believe similar meetings were held at other points and representations were made to the government, so the subject is likely to receive some attention in parliament. Therefore I feel it my duty to place before you some information that may be of use in dealing with a matter of such importance to the business community and to the transportation companies as well. We recognize to its fullest extent the obligation imposed upon railways companies that receive from parliament their charters and attendant privileges to serve the public truly and well, and if, through any fault of their own, they fail to do this, they deserve the severest criticism.

"I do not believe there is any disposition on the part of the Canadian railway companies to deny the facts. I think they admit they have been unable at times to move all the traffic offering with a desirable degree of promptness, because the volume at such times was in excess of their facilities, and they may be properly asked why was this the case? Why have you not the requisite facilities? The shipper must depend on you, and if he has goods ready to forward it is your office and your duty to transport them without delay.'

"In the present instance the railway company calls the attention to the abnormal development that has taken place in the country during the past five years, a development that has resulted not only in a vast expansion of the traffic to be transported, but has increased a hundred fold the difficulty about getting men and material to do the work necessary to enable the railways to handle it.

"Cars and locomotives were not the only essentials. Increased crossing sidings were required so that a greater number of trains could be moved over a given section each twenty-four hours.

"Terminal yards, roundhouses, shops and freight houses had to be enlarged and additional water service to be provided. Then there was the roadbed of the railway to be strengthened and improved, in order that it might be able to bear the strain of the additional tonnage that it was required to carry, and a thousand and one other works were rendered necessary.

"Have our railway companies been executing these works during the past five years, or have they, with indifference to public convenience and for their own increased profit, been taking advantage of the great augmentation of the revenues resulting from these brisk conditions without spending the necessary money to do what ever lay in their power to provide the additional rolling stock equipment and the requisite extension of their facilities to meet the situation?

"I can answer for only one railway company. At the end of the year 1901, the Canadian Pacific company had 732 locomotives and 22,473 freight cars. At the end of 1906, five years later, the company had 1,283 locomotives and 37,467 freight cars, so that in five years there was an increase of 472 locomotives and 14,994 freight cars, or about seventy per cent in each case, without taking into account the fact that each locomotive and each car was of much greater capacity than those previously in service. These with the passenger cars and other rolling stock equipment purchased and built, or in the process of construction at the end of the year, represented an expenditure approximating $28,000,000. During the same five years the outlay for other facilities, such as line improvements, shops, roundhouses and other works is calculated to total $73,000,000, and these figures, understand, are quite exclusive of $35,000,000 spent by the company in these same years for the construction of new lines to further develop the country and for steamships to strengthen Canada's position on the Atlantic ocean. For these latter purposes another class of security is issued, while the cost of equipment and additions and improvements were met by sale of the company's stock, which realized more than its face value, and by appropriations from the company's cash reserves.

"So that during these five years in their endeavor to meet the most gratifying growth of the company's business, the shareholders of this company put back into the property cash to he large amount of $72,000,000, an average of over $14,000,000 per annum, or about two and a half times the sum that they had received during the same period in dividends on their shares. When one takes into account the labor, the material and the organization necessary to judiciously expend such a vast sum of money in five years, the marvel is that so much was accomplished, but more would have been done if it were possible. Indeed several large works for which money had been appropriated last year were carried over because of our inability to get them completed. We have an order today for delivering during the next four or five months of rolling stock equipment to the value of $11,808,751.14, and we hope to have it all in service before the autumn business commences to move. So that you see there has been no disposition on the part of the Canadian Pacific to shirk its responsibilities or to fill its coffers to the neglect of the country.

"During the execution of some of the larger works wholly or partially included in he above expenditures, traffic was necessarily delayed. The second track now being built between Winnipeg and Fort William will be a source of very great convenience when completed, but in the process of construction, the blasting of rock and the movement of construction trains necessarily deprive us of anything like the full use of the present track for traffic purposes. I hope, however, that by the end of the year the hardest part of the work will have been completed.

"Might I in conclusion be permitted to mention the serious extent to which railways are deprived of the use of their equipment in Manitoba, Saskatchewan and Alberta during the busiest season of the year by reason of the provision of the Manitoba grain act, governing the allotment of cars to individual applicants. I know that the purpose of the act was to protect farmers in the matter of the selling price of their wheat. If legislation could be framed that would give farmers this same protection while using the elevators that they have been provided with at most stations in the grain-growing territory, it would, I am sure, facilitate the movement of the crop and be of advantage to everybody concerned."

THAW STAYS IN PRISON

New York, April 17.—Although District Attorney Jerome returned to his office from a visit to his home in Lakeville, Conn., today, no move has as yet been made toward an application for the release of Harry K. Thaw on bail. Lawyer Daniel O'Reilly called on Mr. Jerome this afternoon, but he said that the matter of bail for the prisoner was not mentioned. Mr. Jerome said he would continue to oppose in every possible way the release of Thaw on bail.

CHARGED WITH MURDER.

New York, April 17.—John Bell, the Brooklyn trolley car conductor who is in the Richmond county jail on suspicion of being the man who on the morning of January 27 shot and killed Dr. S. Wilmot Townsend at his home in New Brighton, L.I., was indicted for murder by the Richmond county grand jury.

A MILWAUKEE FIRE.

Milwaukee, April 17.—Fire starting early this morning on the top floor of the Kroeger Bros.' department store, in the heart of the south side district, caused a loss aggregating $150,000. The fire was confined to the top floor, but the entire stock of goods in the structure, valued at nearly $500,000, was seriously damaged by water.

COMING SEASON WILL SHOW RECORD PROGRESS

Vice-President Whyte Speaks of Tax on Railway's Facilities

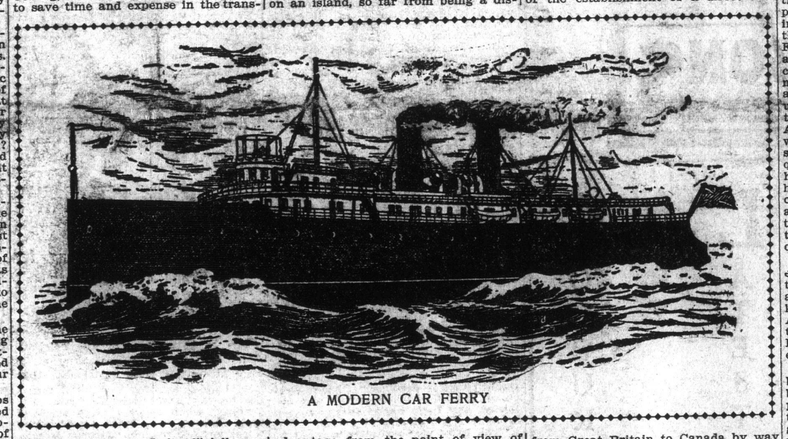
IMMIGRATION LARGELY INCREASED

Early Completion of Empress Hotel Expected—Vancouver Island Development Plans Progress

William Whyte, second vice-president of the Canadian Pacific railway, arrived in the city last evening and made the interesting announcement that the new C. P. R. hotel here, The Empress, would likely open in July. Work on the new structure will be hurried along in order to have the building in shape to accommodate the

VICTORIA AS A TERMINAL POINT

The accompanying is a picture of "Ontario No 1," the new car-ferry recently launched by the Grand Trunk Railway Co. She is 320 feet long; 66 feet wide; and when loaded will draw 15 feet. Her speed will be 15 miles an hour. She will carry 28 loaded cars and has 100 staterooms for passengers. Her cost will be $375,000. This car-ferry is to operate on Lake Ontario, between Charlotte, N. Y., and Coburg, Ontario, and her purpose is to save time and expense in the transportation of goods. It is officially announced that, as her name indicates, this is the first of a fleet of similar ferries to be put in service by the Grand Trunk Railway Company.



A MODERN CAR FERRY

According to statistics published by International Marine Engineering there are thirty-five railway companies operating 1,360 miles of car ferry service in Canada and the United States. That it is an exceedingly successful method of transportation is shown by the fact that the equipment has trebled in the last ten years. In 1897 there were 197 vessels in commission with an aggregate capacity of 2,069 cars. Now there are 562 vessels carrying in all 5,615 cars. The average number of cars carried daily over the ferries is 11,476. These facts establish that the use of car-ferries has long since passed the experimental stage. Th Pere Marquette Railway has six stee ferries carrying 30 cars each built on the lines of that depicted above, but with slightly larger car accommodation and smaller passenger accommodation. The cost of conveying cars by ferry varies from 13 cents to $1.26 per mile. It may be estimated that, assuming full loads were available each way, goods could be carried on such a car-ferry having a speed of 15 miles an hour from, say, Ladysmith to Vancouver for less than 20 cents a mile per car.

The aforegoing facts seem to demonstrate that the situation of Victoria, on an island, so far from being a disadvantage from the point of view of a terminal city, is a positive gain. No reasonable man will dispute the proposition that, if, a neck of land united the Island to the Mainland, the terminus of the Canadian Pacific would be at or in the vicinity of Victoria. By placing it here all the delays and dangers incident to the navigation of great steamships laden with valuable cargoes between this city and Vancouver would be avoided. There would be, taking one trip with another, an actual saving in time and there would certainly be a saving in risk, whereby insurance charges would be greatly reduced. Moreover the loss of a great ship would be a great interruption to the business of a transportation company.

If this is true of connection with the Canadian Pacific it is yet more true of connection with the Grand Trunk Pacific, the Canadian Northern and any other transcontinental lines that may be built across Central British Columbia. It is also true of connection with the Great Northern railway. Indeed everything points to the probability that this city the nearest of all Canadian horbors to the open ocean with the exception of those on the West Coast of Vancouver Island, and the most accessible of them all, may become the greatest depot of commerce in Western Canada.

In this connection the announcement of the establishment of a direct line from Great Britain to Canada by way of the Suez Canal and Australia be known as the "Overseas Mail Service" is to be established next year. comes of prime interest. What is to It will call for eleven steamers of modern type. Mr. Levisa Clarke and Mr. John Esplen, who were passengers on the Moana on her last trip from Australia represent the contractors for this service. They say that the syndicate represented by them has put up a deposit of £25,000 with the Australian government for the performance of their contract, that all the capital has been subscribed and that they are on their way to London to place orders for the required steamships.

The establishment of this line will determine the future of Victoria, if steps are promptly taken to secure connection with the railways which are to cross the province north of the route of the Canadian Pacific.

it is found impossible to keep up with the demand. This year will see the greatest immigration in the history of the country, not only from Europe, but from the northern states large contingents continue to pour into Canada, the tide of immigration from this latter direction being astonishing.

Deluged With Applications

The influx of settlers to Saskatchewan and Alberta is making an unheard of demand on the lumber trade in this province, and this business should assume immense dimensions during the year. Already the C. P. R. is being deluged with applications for cars by the British Columbia lumbermen and the task of accommodating them is just as serious as looking after the immigrant traffic.

"Even now," said Mr. Whyte, "we have orders on file from the coast lumbermen for 100 cars a day for the entire season, and more are being booked daily. It will just be a question of cars with us. The traffic is simply enormous."

Urges Reforestation

In connection with the timber industry, Mr. Whyte touched on a subject that will soon likely engross the attention of lumbermen all through the province, namely, reforestation.

"Some effort should be made at once in this direction," said he. "With the tremendous amount of timber which is being cut in the province annually it will not be a great time before the supply is exhausted. The timber is one of the greatest resources of British Columbia and I think the government should take the matter of conserving it up without delay. The supply may seem inexhaustible now, but unless something is done in this direction there will come a time when there will be very little left. The subject of reforestation is a serious one, and I look for some action in this direction before very long."

Land Clearing Scheme

Mr. Whyte stated that the negotiations with the syndicate of English capitalists who are to undertake the clearing of 150,000 acres of C. P. R. lands on Vancouver Island for settlement purposes are still being continued and are nearing completion. An official announcement in this connection will likely be made shortly.

Considerable survey work is being conducted by the C. P. R. on the island at present in anticipation of the building of a number of branch lines, but nothing definite in regard to the length or location of these has been decided upon as yet. There as a number of propositios before the company at present, chief of these being one in the Alberni district across the island, another from Duncan to Cowichan lake and a third from Wellington to Union bay. A lot of development work is contemplated, but until the survey parties have completed their labors nothing can be officially decided.

British Columbia Will Benefit

Although 1906 set a new high mark for immigration to western Canada, Mr. Whyte looks for the present year to far surpass last year. Immigrants are locating all through the west, and he is confident that British Columbia will benefit in proportion just as much as Saskatchewan, Alberta and Manitoba. The stream of immigration has already set in and the company has difficulty in supplying sufficient cars to accommodate the newcomers. British Columbia will receive the better class of English immigrants, of whom there promises to be an exceptionally large proportion during the present year. Even now every train from the east is thronged with tourists and intending settlers, and when the rush starts in earnest the company's resources will be taxed to the limit. New cars are being turned out of the workshops of the company every day, but exceptional influx of tourists expected this summer. There may be some delay in adjusting the interior decorations, but everything will be rushed along at top speed, and Mr. Whyte is extremely hopeful of seeing the fine new hotel open its doors to the traveling public inside of three months.

Mr. Whyte is on a tour of inspection of the western lines of the company, and came in from Vancouver on the Princess Victoria. He is accompanied by Mrs. Whyte and is registered at the Oak Bay hotel. He looks for the heaviest tourist traffic in the history of British Columbia this coming summer. Already the number of tourists has been unprecedented and the railway officials, recognizing the need for the early opening of the hotel, every effort would be made to rush it to completion.

MINERS AND OPERATORS WILL CONFER AGAIN

Some Hope Yet Entertained of Reaching a General Agreement

USES LABOR ACT AS ILLUSTRATION

Earlier Report From Fernie Indicated That All the Coal Mines Would Be Closed Down

Calgary, April 18.—It is probable that the threatened miners' strike may be averted, as another conference between the men and the operators has been arranged, to be held in Fernie on the 23rd. All matters at issue will be gone into exhaustively again.

Ottawa, April 17.—Hon. Mr. Lemieux announced today that the western mine operators and workmen had agreed upon a board of investigation. He hoped a strike would be averted.

Calgary, April 18.—It is reported here that it is the C. P. R. that is making most vigorous efforts to settle the difficulty between the mine operators and the men, the company realizing that a close down of the mines would have a most disastrous result upon their road. They will not tolerate any interruption as far as their mines are concerned. It was Mr. Stockett of the C. P. R. mines at Bankhead who went to Fernie and secured the re-opening of the conference. It is understood that the C. P. R. mines will continue working, even though the C. P. R. breaks away from the mine workers. That is not considered as probable, as peace is likely to be secured.

Report From Fernie

Fernie, April 17.—The strike of the coal miners has assumed far-reaching proportions, and a complete tie-up of the coal mines, with the closing or partial closing of the various smelters in the province is assured. Besides the miners at Coleman, those at Michel, Fernie and Coal Creek have gone out, and the miners at Frank have received orders to cease work. Every mine in the Crow's Nest Pass district and Alberta will have to close up, under the orders of the district executive of the United Mine Workers of America. From 3500 to 4000 coal mine workers alone will be affected, but the strike will also be felt in many other quarters, and numerous smelters will have to close up or will be seriously hampered as a result of the lack of coal. The Coleman, Michel, Fernie and Coal Creek miners were the first to go out, but they will be followed by the men in Frank, Lethbridge and other places.

The following notice has been posted up in conspicuous places around the town: "All miners, mine workers and other workmen are requested to keep away from the coal mines in Alberta and the Crow's Nest Pass district. Dispute pending. By order, District Executive, United Mine Workers of America."

No general strike has been declared, but the men have for the past few days been calling for their time and stopping work, though very few have left the camps. This scheme seems to be general throughout the Pass, the men not wishing to risk a regular strike in the face of the new Labor Act.

Vice President Lewis of the United Mine Workers of America will be in Fernie by Thursday of this week, and will meet the operators on Monday, April 22. Mr. Lindsay, manager, is expected back before that time.

INCREASE OF ROYALTY TO BE POSTPONED

Government Accedes to Request Made by Deputation of Lumbermen

The provincial government will not increase the royalty on timber from 50 to 75 cents per thousand feet this year. This important announcement was made by Acting Premier Tatlow just before the close of yesterday afternoon's sitting of the house. The conclusion was reached, it is understood, as a result of the continued representation of the members of the lumbermen's deputation who came to the capital some days ago and who ever since have been active in bringing to the attention of members of the administration reasons why it is inadvisable at present to hamper the timber industry by heavier taxation.

The government's position is explained in the following statement made by the acting premier:

"With respect to the clause in the Land act dealing with royalties, which it was stated would be so amended as not to come into force until January 1, 1908, it has been represented that, in addition to existing contracts, there are other reasons why it is advisable to let this section stand over until the session which will probably be held in January next. In the meantime all parties have notice that the government intends to then make such increase in the royalties as it considers the conditions of the industry will warrant."

PRISON FOR A YEAR

Hamilton, April 17.—Sentence today was passed on Peter Kenney, collector for Frank E. Walker, who was charged with misappropriating the firm's funds. Kenney was sent to the Central prison for one year.