

BOARD OF TRADE FAVORS RAILWAY

WILL SO REPORT TO SENATOR TEMPLEMAN

On the Question of Extending the V. & E. Through to the Coast.

A special general meeting of the board of trade was held Monday afternoon for the purpose of considering what action, if any, should be taken on the application of the V. & E. railway, at present being made in Ottawa for privileges. There was a fair attendance, and the board in a resolution passed, which will be forwarded to Ottawa, placed itself on record as favoring the construction of the proposed road.

Chairman S. J. Pitts, in opening the meeting, read the following telegram from Senator Templeman, received on Friday afternoon:

Ottawa, Ont., May 5th.

S. J. Pitts, President Board of Trade, Victoria:

Strong resolution Board Trade endorsing V. & E. proposed construction to Princeton this year, and on to Coast, connecting at New Westminster bridge and Cloverdale for Victoria, would be of great assistance before railway committee Tuesday. Send to Cline Pringle, who represents Board Trade Boundary committee. Reply if can be passed without opposition.

W. TEMPLEMAN.

On the same afternoon a meeting of the council was held, when it was decided to send the appended reply to Senator Templeman:

Victoria, May 5th, 1905.

Hon. Senator Templeman, Ottawa:

Council Board of Trade met this afternoon to consider subject matter of your telegram and decided to call general meeting board Monday afternoon, with view to having proper resolution passed. Telegram full particulars V. & E. proposition, stating route, within what time to be completed, and if guarantee can be obtained assuring connection with Victoria via Cloverdale. Are present proposals to railway committee being made on behalf of Great Northern, and what privileges are being asked?

(Signed) S. J. PITTS.

The chairman also instructed the secretary to wire the Vancouver Board of Trade, and he received an answer that that body had not received any communication on the matter. Following this came another telegram from Senator Templeman, as appended:

Ottawa, May 7th, 1905.

S. J. Pitts, Victoria, B. C.:

V. & E. bill removes doubts as to right of expropriation; grants permission to cross boundary line between Rock Creek and Osoyoos, and to carry heavy grade over Anarchist mountain, returning to Canada via Similkameen river; and to construct line from Olivers to Fraser river bridge. We have assurance that the line will be completed to the coast this year, and from that point through Canadian territory to Westminster bridge as soon as survey is completed. Engineers now in field. Company have four years to complete. This insures early completion of line to Boundary, and without subsidy, and should be strongly supported.

W. TEMPLEMAN.

The railway committee, the chairman further explained, met yesterday morning and drafted the following resolution to be submitted to the board:

May 8th, 1905.

The Victoria, B. C., Board of Trade:

Resolves:—That the board of trade, in support of the railway committee, beg leave to report as follows:

"That whereas legislation is now being asked from the Dominion government to assist in the building of a line of railway from Kootenay to the Coast;

"Be it resolved, that inasmuch as the V. & E. Railway Company agree to build westward to Princeton this year and to complete said line to the coast within four years, that this board unanimously support said bill, providing that suitable connection be guaranteed with Victoria upon completion of the undertaking."

P. C. MacGregor moved the adoption of the report. It was quite in order to stand by any transcontinental road, foreign or otherwise, that would be built without subsidy.

T. W. Paterson, M. P. P., seconded the motion.

Col. Prior asked what would be the result of the building of such a railway? Would it mean a diversion of Canadian trade to the American side?

Mr. Paterson could not see why the building of the road would divert Canadian trade to the American side.

On the other hand it would help out Canadian trade for many years, and the province would doubtless have been prepared to assist it, but no subsidy was asked.

The difficulty has been in the past that everything grown in the country affected had to be sold locally. In this connection he instanced hay, which the farmers were unable to dispose of.

The result is that the country will not be settled until good markets are obtained. If the road is built and British Columbia merchants cannot handle the business thereafter, then there would be something wrong with the merchants. If the company was willing to construct a line without subsidy, every encouragement ought to be given in the way of passing a resolution by the board of trade.

There are low grade lands in the Nicola of which there are no better in the province, and when this country is developed by railway a great change will follow. It was clear that the V. & E. will come to Victoria.

C. F. Todd thought the committee ought to state more definitely what Victoria wants both with respect to a freight and passenger service. The service ought to be daily.

Mr. Paterson said that anything of that kind mentioned in the resolution could not be embodied in the bill before the House. If the road was built to New

Westminster it ought not to be difficult to induce the company to come to Victoria. A bill was passed this session in the local House authorizing the V. & E. taking over the New Westminster & Victoria Terminal Railway Company.

Mr. MacGregor said that the railway would have to come to Victoria.

J. A. Mara thought that more information ought to be obtained on the subject. What was to prevent James J. Hill switching off and going to Everett, Victoria had been often charged with going off at half cock, and it was just as well on this occasion to go carefully. Seattle had built up by Klondike trade, and Spokane by the trade of the Kootenay country, just because of superior transportation facilities those cities had.

The building of the V. & E. ought to commensurate with both ends.

Mr. Paterson said that there was no doubt Mr. Hill intended running through to Princeton this year. Assuming Mr. Mara's remarks correct, what advantage would there be in waiting for the bill? The bill was now before the House. There was the report from Ottawa that it was intended to run the railway through to the coast in four years; that there had been no card playing on the Northern would have in getting a right-of-way over the New Westminster bridge for 25 years if the road was going to cross to the American side.

The Coast-west line would be built. The promoters of this project were in Ottawa seeking a charter. They had sold a charter to the V. & E., and were a subsidiary grantees.

Mr. Mara said that no man on earth ever believed that Hill will extend his line from Anarchist over Hope mountain to New Westminster bridge. He will simply extend the road to a point where he will divert the trade of the Boundary line to Everett. Mr. Hill had no interest in Victoria. All his interests were in the United States, and what he wanted was a charter without which they could not build, and they wanted this board of trade to support it.

Mr. Paterson said that just as sure as the sun shines the C. P. R. will not give the Great Northern monopoly in the Similkameen country. Just as soon as Hill commits himself, the construction work will start on the Spencer bridge road within three months, for the C. P. R. would not let the line be built.

There would be two roads instead of one. T. Oliver urged that the board's action be unanimous, and moved an amendment as follows:

Whereas legislation is now being asked from the Dominion government to assist in the building of a line of railway from Kootenay to the Coast;

Be it resolved, that this board unanimously support said bill providing that binding guarantee be exacted that the railway is built from Princeton to the British Columbia coast through Canadian territory, and that a daily freight and passenger service be given Victoria within the next four years.

Mr. Wilson said he would like to have stipulated a provision allowing for terminal railways.

Mr. Paterson thought that if the telegrams were doubted there should be no action taken. He had no objection to any amendment being made to the resolution, but some consideration should be allowed for the possible effect on the bill before the House.

Mr. MacGregor was of the opinion that there were no very heavy grade over Anarchist mountain, returning to Canada via Similkameen river; and to construct line from Olivers to Fraser river bridge. We have assurance that the line will be completed to the coast this year, and from that point through Canadian territory to Westminster bridge as soon as survey is completed. Engineers now in field. Company have four years to complete. This insures early completion of line to Boundary, and without subsidy, and should be strongly supported.

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The difficulty has been in the past that everything grown in the country affected had to be sold locally. In this connection he instanced hay, which the farmers were unable to dispose of.

The result is that the country will not be settled until good markets are obtained. If the road is built and British Columbia merchants cannot handle the business thereafter, then there would be something wrong with the merchants. If the company was willing to construct a line without subsidy, every encouragement ought to be given in the way of passing a resolution by the board of trade.

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BUSINESS WAS LARGELY ROUTINE

ESTIMATES REMAIN UNTIL NEXT MEETING

The Court of Revision Will Sit on June 14th—Pound-keeper Appointed.

The city council on Monday transacted business largely of a prosaic character. A new pound-keeper was appointed, but nothing done in committee on the estimates. A mistake had been made in copying them, and the matter was accordingly laid over until next meeting.

Communication from government officials were read with respect to the handing over of the old cemetery to the city. The deputy minister of lands and works gave as his opinion that legislation would be required before the transfer could be made, but that the letter of the council would be referred to the chief commissioner on his return.

Pemberton & Son asked that the sewer on St. Charles street be extended beyond Mr. Piggott's place, thus abating a nuisance, and the council agreed to the streets, bridges and sewers committee.

A communication from Major Dupont relative to a claim for removing a building on Elford street was referred to the city engineer for report.

Hooper & Watkins were informing the council that the public library was almost ready to be handed over by the contractor.

This matter was referred to the building inspector.

A communication was read from the trades and labor council proposing to submit a list of books for the use of the public library.

On motion of Ald. Stewart this was laid on the table until the appointment of the commissioners.

Emma Hood wrote relative to the drain through the Van Horst property.

It was decided to inform the writer that the council had nothing to do with this matter, it being a private question.

A. Fuller wrote opposing the laying of a permanent sidewalk on Heywood avenue. Other letters relative to it were withdrawn, opposition formerly made, were received.

These were all referred to the city assessor.

W. G. Eden called attention to the fact that when his water rates were in arrears to the amount of 60 cents, the water was promptly turned off. He also had other complaints, and asked for an explanation.

The Mayor did not know anything about this particular complaint, but said that there had been previous trouble with Mr. Eden.

The matter was referred to the water commissioner.

The city assessor, W. W. Northcott, reported that the assessment of the city was as follows: Land, \$10,646,996; improvements, \$7,526,707; total, \$18,173,703.

The city assessor reported regarding the petition asking for the permanent sidewalk on Heywood avenue. The property of the petitioners represented a value of \$19,390, and the remaining property owned by 12 persons was valued at \$17,720.

A petition from residents on Cook street, asking for the watering of the street, was referred to the streets, bridges and sewers committee.

A petition from C. Spencer and others asked that Birdcage Walk be changed to the Government street. This was received and filed.

A series of communications passing between Ald. Fullerton and the Mayor and incorporating various reports relative to the proposed railway to the sand pits at Spring Ridge, and with respect to protecting dangerous parts of the district by fences, were read.

The answers were not satisfactory to Ald. Fullerton, who claimed that the council had ordered the abatement of the nuisance and the protection of the public, and yet nothing had been done.

A report was received from acting city solicitor relative to W. Clarke's complaint that he was being unfairly dealt with with respect to water rates. The city solicitor reported that the by-law was being complied with.

It was decided to forward a copy of the report to Mr. Clarke.

Ald. Fell asked for information relative to Chinese selling liquor without license or permit. He said he had understood that some Chinese firms were selling liquor without license.

The Mayor said he had not heard anything of the matter for some time. He would have it investigated.

The vote for pound-keeper was then taken, and W. H. Craig was elected on the fourth ballot.

The finance committee recommended the payment of \$2,881.25. It was also recommended that \$100 be granted to the W. C. T. U. for the Refuge Home. The report was adopted.

The appointment of library commissioners was laid over until the next meeting.

On motion of Ald. Hall the first sitting of the Municipal Court of Revision was fixed for June 14th.

The city engineer was instructed to prepare plans and estimate of cost of a new bridge at Rock Bay, using the present bridge as a model.

Ald. Hanna's by-law relative to renaming certain streets was introduced and read a first time.

The expenditure by-law which empowers the city engineer to pass his first and second readings, was committed.

The committee rose and reported progress. The council then adjourned until Thursday evening.

The police at Lods on Monday discovered two bombs in the house of a workman. The workman, his wife and child and four men, armed with revolvers, were found on the premises and were arrested.

London, May 10.—Sir Bernard Samuelson, the well known authority on railroad rates, who was chairman of the Association of British Chambers of Commerce, died here to-day. He was born in 1820.

WILL SELECT SITE FOR SANITARIUM

Institution Will Be Opened Next Month—Meeting of Anti Tuberculosis Association.

(From Tuesday's Daily.)

An important meeting of the Anti-Tuberculosis Association was held yesterday afternoon, there being a large attendance. Mrs. Locke Robertson occupied the chair, and among those present were the following: Mrs. Barnard, Mrs. Rowe, Mrs. H. A. Lester, Mrs. Jenkins, Mrs. J. H. Guy, Mrs. Rogers, Mrs. C. B. Daniels, Mrs. J. Van Tassel, Mrs. E. A. Savory, Mrs. Bullen, Mrs. Fagan, Mrs. Innis, Mrs. W. H. Rathbun, Rev. Saugh Allen, Rev. W. Leslie Clay, Dr. Fagan, F. H. Eaton and A. J. C. Galletly.

During the proceedings Dr. Fagan, provincial health officer, made an interesting announcement. He stated that he intended leaving for the interior in the evening, and would visit Kamloops for the purpose of selecting the most suitable site for a sanitarium. It was his intention to open such an institution, no matter how small a scale, in June. The statement was received with applause.

At the reading of the minutes of the last regular meeting by Mrs. Dr. Rowe and their adoption, Superintendent of School F. H. Eaton stated that there would be no difficulty in arranging for a series of lectures in the High school. The details, of course, would have to be left to the principal of the school, E. B. Paul.

He didn't think, however, that Mr. Paul would interfere with the wishes of the association. The association for such discourses would be just before the close of the regular exercises in the afternoon. Then all the students could attend and an invitation could be extended to the general public.

These lectures, it was explained, were being arranged for the purpose of educating the young people attending that college of the danger of tuberculosis, and the most effective precautions to adopt in order to prevent any possible contraction of that dread disease. In discussing the proposal with Mr. Eaton it was decided on the latter's recommendation, to confine attention to the High school for the present; afterwards, if circumstances are favorable, organizing lectures for the benefit of the higher grades not acceptable.

A number of communications were read by the presiding officer with respect to the work undertaken by the association. Several cases where the precautionary measures had satisfactory results were cited, causing general gratification.

In a brief address Dr. Fagan, provincial health officer, expressed the hope that this success would stimulate the growing institution by the Anti-Tuberculosis Association. He then told of a number of cases that might have been treated, but which were brought before him at such an advanced stage that it was impossible to do any good.

These were not isolated instances, but were occurring constantly. These might be successfully dealt with if there was a sanitarium available.

Mr. Barnard submitted the treasurer's statement. It was to the effect that \$1,771.48 had been raised since the association's inception towards the establishment of a sanitarium. During the period of the past year the association had expended \$1,771.48.

Dr. Fagan having attended the naval sale and purchased supplies consisting of blankets, mattresses, bedsteads, etc., for furnishing the sanitarium. The sum involved was exactly \$364.46.

Some discussion followed, after which a motion to the effect that the proceeds of the forthcoming tubercular fund be held on the opening of the 17th of May, be devoted to meeting this expense, any possible shortage to be met by special subscription, carried. This was done so as to avoid the necessity of drawing from the fund raised for the maintenance of the proposed institution.

Rev. Baugh Allen pointed out that the sanitation fund had practically been raised. He, therefore, moved that steps be taken immediately to collect a building fund. It was important that something be done to rescue the people to realize that they have to cope with a disease that grows rapidly, and he hoped that next year conditions would allow its operation on a much more extensive scale than is possible at the present time.

After Dr. Fagan had given notice of motion to hire the construction so to provide for quarterly instead of monthly meetings, the meeting adjourned.

MISSION TO FEZ.

Tangier, May 8.—The German mission, headed by Count Von Tattenbach-Ashold has arrived at Alizir-Kober (80 miles northwest of Fez), where it was met by an imposing detachment of German cavalry. The mission is to be headed by Fez. A number of troops have arrived here to escort the British minister, General A. Lowther, to Fez.

London, May 10.—Sir Bernard Samuelson, the well known authority on railroad rates, who was chairman of the Association of British Chambers of Commerce, died here to-day. He was born in 1820.

Chicago, Ill., May 8.—To-day was the quietest since the teamsters' strike began. There has been practically no rioting and the police were called on but once to rescue non-union men. The employers started to make deliveries on the apparent theory that the strike is broken. Over one thousand wagons were said to be on the streets. Some of the State street stock sent out the normal number for the first time. Deputy sheriffs and private guards, many armed, were present, and aided the police to preserve order. The strikers received their first benefit payment to-day.

Both the employers and strikers claim gains to-day in the teamsters' strike. The employers declare they have gained a decided advantage in the number of wagons sent out and the amount of business transacted. The strikers note the fact that twenty-five drivers for various furniture dealers will strike to-morrow and that 150 port workers employed by the Health & Milligan Company struck to-day.

Fifteen hundred wagons manned by non-union men were operated from State street to-day, and the number will be materially increased to-morrow. No more colored men are to be hired by the Employers' Teaming Company. Individual contracts are made with all men.

COMMITTED FOR TRIAL.

Indian at Vernon Tried to Connect Another With the Crime.

The Indian accused of murdering another native at Vernon has been committed for trial. The Vernon News gives the following account of the preliminary hearing:

On Saturday and Monday last, Aleck Cheshna, alias Will Aleck, was given a preliminary hearing before S. M. Norris on the charge of murdering Hopkins, a swash, on the night of the 13th ult. The evidence of Long Pierre, his wife Roseanne, and Aleck's wife, Anne, confirmed the story previously given out, adding some unimportant details. Constable Simmons gave evidence as to the finding of two whiskey bottles, gambling stakes and a walking stick at the scene of the murder, the blood stains on the ground and on the fence, and the marks of a heavy body having been dragged to the lake.

The prisoner made some attempt to better his case by cross-examining the witnesses, but only succeeded in getting renewed and stronger accusations against himself. He finally made a statement in which he contradicted the story of the witnesses, affirming that he had not been at the scene of the crime on the night of the 13th ult. He was then committed to the jail.

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