VICTORIA' SEMI-WEEKLY COLONIST

Tuesday, April 21; 1908

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Was responsible for the delay. Mr. Knowles brought up the subject. He adva-cated the early construction of the railway and went on record against Mr. Sifton's scheme of reserving three millions of acres of land to recoup the Dominion exchequer for the building of the line. He was fol-lowed by Dr. Shaffner, who gave some interesting data regarding the volume of products of the prairie provinces and the advantages which would accrede to the west if the Hudson Bay railway were established.

provinces and the advantages which would accrue to the west if the Hudson Bay railway were established. After Mr. McCraney had spoken Mr. McCarthy, of Calgary, gave a new turn to the debate by charging the government with playing with the project. Last session he said Sir Wilfrid Laurier had promised an announcement, but nothing was forthcoming. Not only had there been gross delay, but the present government had allowed the diversion and practical exhaustion of the land grant set aside for the con-struction of the Hudson Bay railway for the purpose of the construction of remote branch lines. The origi-nal grant made in 1895 provided for is. 406 acres a mile in Manitoba and 12,800 acres a mile in the terri-tories. Since then this grant had been eaten up in "subsidy curves." The distance from Gladstone to Erwood was not 150 miles nearer to Hudson Bay than Gladstone, so that land grants for 170 miles had been practically stolen, involving a total of 1,229,824 acres, equivalent at 56 an acre, a moderate estimate to seven and a half millions. While strongly advocat-ing the building of a railway to the bay, Mr. Mc-Caythy desired to see the country given a fair show. In the subsequent discussion, after Dr. Cash had spoken Dr. Bochs spoke strongly nor the stored of

Catthy desired to see the country given a fail show. In the subsequent discussion, after Dr. Cash had spoken, Dr. Roche spoke strongly upon the need of the railway, and condemned the government for the manner in which they had permitted the misuse of the land subsidy. While Theodore Burrows was di-lating upon the resources of the route, WED. Staples fired at him the question: "What about the timber?" and for a few moments everything in the chamber was a blank to Theodore. Mr. Staples, who followed made one of his slashing speeches, declaring that the government in the past two years had squandered sufficient funds upon middlemen to have paid for the construction of the line four times over. Geo. Fowler, of New Brunswick, supported the project, as did also R. L. Borden. The debate was closed by Mr. Oliver, who promised a government announcement shortly...

who promised a government announcement shortly. The necessity of the construction of the Hudson Bay Railway at an early date was discussed at length today in the house of commons. The subject was in-troduced by E. W. Knowles, who at the outset gave a review of the growth of the west and urged the general need of increasing the transportation facili-ties. Even with the small crops of last summer there had been congestion, he said, and it was questionable whether there was much more transportation ac-commodation than twenty years ago. The problem of western agriculture was the transportation prob-lem. Unless the farmer had a market, he might as well cease producing. Mr. Knowless expressed regret that the Hallfax platform did not deal with this prob-lem more adequately.

R. L. Borden-"Have you found out the policy of government?"

Mr. Knowles-"That is what I am seeking to do this afternoon." He went on to say that since the Hudson Bay railway became a live question the gov-ernment had not formulated its policy generally. Still he was not altogether satisfied with the manner in

which the government had approached the western problems; they had not moved rapidly enough. Dealing with the advantages of a railway to Fort William Mr. Knowles stated that the distance from the centre of the wheat district to Fort William was about the same as to Fort Churchill, while the dis-tance from Churchill to Liverpool was about the same as from the Atlantic seaboard to Liverpool. Thus by this road the distance from Fort William to the At-jantic would be saved. On this basis he calculated a saving annually to western farmers of \$3,000,000 on an export of 20,000,000 bushels and on the cattle trade of \$6 per head on approximately \$680,000. The cost of the Hudson Bay railway, he next ar-

Of \$0 per head on approximately \$650,000. The cost of the Hudson Bay railway, he next ar-gued, would not be great. The country through which the line would run was not difficult, while the distance necessary to be built was only 470 to 475 miles. Fort Churchill was one of the best natural harbors in the world and would require little expense outside of wharves. The country surrounding it was rich in agricultural, timber and other resources. Mr. Knowles differed with Hon. Clifford Sifton on

the method of paying for the new road. Hon. Clifford Sifton proposed to set aside a part of the western lands to provide the fund.

Inds to provide the fund. Mr. Knowles could not do his duty to his constitu-ents, he said, without saying that the west paid largely with the federal revenue and got little in re-turn except by general expenditure of government. It was time that the east should be asked to make some return to the west. Mr. Knowles was strongly op-posed to the tying up of any lands, from settlement and taxation as were the C.P.R. lands. Already many sections of the west had been severely handloapped by this exemption.

sections of the west had been severely handlcapped by this exemption. Mr. Knowles also expressed disagreement with Mr. Sifton on the question of pre-emption. The best lands in the west were gone and settlers should be given an opportunity to acquire more lands if they were less valuable. The opposition to pre-emption, he stated, came from the large speculators of the west. The government could not go far wrong if it treated the settler generously. He closed by replying to an objection that the roll-ing stock of this rallway would be in use only four-months a year. He thought there would be some trat-fic all the year round, but if the line was controlled by any of the large systems the rolling stock could be drawn off during the winter and used on other lines.

Dr. Chaffner, of Souris, supported Mr. Knowles' resolution. Dr. Schaffner believed the opposition to. it, as to the C.P.R. in earlier days, was due to ignor-

He cited the present rallway equipment of the west-and in passing paid a tribute to the Roblin government for its agreement with the Canadian Northern-and went on to show their inadequacy. At present there were in Manitoba and Saskatchewan only about 8,000,000 acres of land under cultivation, while there were 136,000,000 acres suitable for culti-vation. When the balance of 128,000,000 acres were brought under cultivation, the C. P. R., G. T. R., G. N. R. and C. N. R. would, together, be absolutely inade-quate.

Dr. Schaffner advocated the building and operation of elevators at Hudson's Bay by the government. In this connection he criticized the grain dealers' of wheat, particularly the Winnipeg Grain exchange, and quoted with approval an attack on the latter body by the "Eye Opener" of Calgary. Dealing with the eastern opposition he recalled the favorable influence on the eastern states of the opening of Galveston as an ocean port. In the same way, he believed, the building of the Hudson Bay line would compensate Eastern Canada for any outlay in its construction. He then branched into a history of the explora-

its construction. He then branched into a history of the explora-tions of the country, prefacing it with a declaration that he believed Hudson Bay had been placed there

that he believed Hudson Bay had been placed there for a wise purpose. It would, he said, prove the Baltic of North Am-erica. Dealing with the general idea of the coldness of the climate. Dr. Schaffner cited the experience of a Hudson Bay company captain that bathing there in the end of August was as warm as Old Orchard Beach or Baie des Chaleurs. It had a future before it, added Dr. Schaffner, as a tourist resort. He ran over a list of voyages to the Bay since 1824, citing the dates of the opening and closing of navigation. The average was: Opening

on June 19 and closing on November 18, a season of five months. Incidentally he hazarded a comparison that the St. Lawrence was not much over six months. Incidentally he expressed himself as not opposed to the construction of the Georgian Bay canal, but he did not wish to see it built at the expense of the Hud-son Bay railway.

did not wish to see it built at the expense of the Hud-son Bay railway. Dr. Schaffner, after citing statistics to show that the building of the Hudson Bay road would bring the west 200 miles nearer Great Britain than it is now, pointed out some further advantages. It would, he claimed, turn the tide of immigration more strongly to our shores. We could bring immigrants to the west more directly and avoid agents who were inter-ested in turning them aside into the United States. It would also, he argued, divert to Canadian channels much of the trade of the western American states with Europe. "If this government wants the honor of building this line," he declared, "it had better get busy."

of building this line," he declared, "It had better get busy." The tercentenary of the birth of the discoverer of the Bay would be here in 1910, and by that time Dr. Schaffner prophesied a prosperous community on the shores of this great inland sea. George E. McCraney reiterated the statement of Dr. Schaffner that the present and projected railway facilities were totally inadequate to the future needs of the west. Grain blockades, he said, were likely to be a feature for a long time to come. Hence the de-mand for this new road. More adequate transporta-tion, too, would mean better prices for the products of the west and so would repay the cost in cold cash. Further it would direct increased attention to the possibilities of the west. Consequently he believed the country was in a position to discuss what action the government should take. Mr. McCraney moved a resolution which had stood on the order paper in the name of Mr. Knowles, as follows: "That in the opinion of this house the gov-ernment should, on account of the rapid development of Western Canada and continued inadequacy of transportation facilities, take early action towards the construction of a railway to Fort Churchill on Hudson Bay."

Hudson Bay." M. S. McCarthy, of Calgary, opened by referring to the number of resolutions introduced by Liberal members at this and previous sessions, which, he said, had not so far furthered the building of the road. Mr. McCarthy declared himself strongly in favor of the building of the road by the government. Still, he was not in agreement with the resolution moved. That resolution should, in his view, have expressed censure of the government. The suprem moved. That resolution should, in his view, have expressed censure of the government. The govern-ment had used a land grant intended to build the Hudson Bay line and had used it to build lines in other directions. He did not object to the building of these other lines, but he did object to the claim that the Liberals had given no land grants in aid of railways, when they were hiding behind a Hudson Bay charter. Bay charter.

railways, when they were hiding behind a Hudson Bay charter. M. McCarthy, particularized these general charges, by stating that the government had granied to the Canadian Northern, lands granted for a line to the Hudson Bay, C. N. R. lines being constructed in "subsidy curves" or variations in the line made with the object of increasing land grants, made originally for the Nelson Valley railway, Manitoba and Railway Company and the Winnibeg and Great Northern com-pany. They, had been kept open by the government, though it was by no means bound to keep them open, until these lines were bought up by the C. N. R. In one case the C. N. R. in building from Gladstone to Irwin, a distance of 320 miles, had gone only 150 miles nearer Hudson Bay, and yet were given grants out of a land set aside for a Hidson Bay line. In some cases "subsidy cruves?itwire 30 and 40 miles." M. McCarthy said the land grants given to the Canadian Northern railway aggregated 2.120,000 acress which at a valuation of 36 per acre, would be equiva-lent to a total of 313,000,000. Of this 1,229,000 adres, or \$7.374,000, was for a line from Gladstone and Ir-win, 320 miles or an average of 322,000 per mile. And for sections in the territories the grant was 12,800 acres per mile, or the 'equivalent of a bonus of 376,800. He closed by declaring the government was playing . with the question. Dr. Cash, of MacKanzle, presented a careful argu-

He closed by declaring the government was playing with the question. Dr. Cash, of MacKenzie, presented a careful argu-ment in favor of the proposed road. The steady growth of the Western trade and continued inade-quacy of transportation to meet the demands were shown by the wealth of statistics. Dr. Cash admitted that the railways were doing their best but pointed

out that that best was not equal to the demands of the situation. The situation, now, he showed, dethe situation. The situation, now, he showed, de-manded the construction of a road to Hudson Bay with storage facilities at both terminals. He urged also that the road bed should be constructed for a double track as that

with storage facilities at both terminals. He urged also that the road bed should be constructed for a double track, as that would be money saved to have a roadbed prepared in advance. Dr. Roche, of Marquette, stated that there was no difference of opinion in the yest as to the need for this work, though there might be a difference of opinion as to the method of construction. He knew there were objections, some on account of the danger of the route. Reports of explorers and traders, how-ever, showed that these dangers were not greater than those of the St. Lawrence route, if as great. Another objection heard, said the member for Marquette, was of the shortness of the season. It was said that the season was so short that only a small part of the crop could be shipped out before the season closed. This objection, however, disappeared when it was re-membered that a large part of the crop of any year at the present did not reach the seaboard until the opening of the following season. If the grain was to lle anywhere in storage, it might as well be at Fort Churchill as anywhere else. Dr. Roche proceeded to develop the further arguments of Mr. McCarthy re-garding land grants to the Canadian Northern. He read orders-in-council showing a variation in the route and extension after extension of time from 1898' until May 18, 1907. This question was at once taken up by T. A. Bur-rows. Dr. Roche had forgotten, he said that the

This question was at once taken up by T. A. Bur-rows. Dr. Roche had forgotten, he said, that the charter for this road had been granted back in 1880, but that not a mile of road had been built up to 1896, and that extension of time again and again had been given in the meantime.

siven in the meantime. Since 1898, the Canadian Northern railway, which took over the old charters, had constructed the rail-way steadily, and had thus given evidence of bona fides justifying extensions of time.

Mr. Burrows expressed the opinion that the coun-try around Hudson's Bay possesses many natural re-sources, and much good would be accomplished by/ connecting it with the rest of Canada:- Great mineral developments would undoubtedly follow the construc-tion of the rallway.

Mr. Burrows thought that the government ought to build the road, and supported Mr. Sifton's idea that money should come from the sale of lands in the west. He did not think it would be a costly road either to build or operate. He hoped the government would see its way clear and adopt a definite policy this session. this

this session. R. S. Lake (Qu'Appelle) said there should be no shadow of excuse for giving in recent years of one and a quarter million acres of land in Saskatchewan to the Canadian Northern railway. He considered that both in the commons and senate the case for Hudson's Bay had been absolutely proven. Had the Conservatives remained in power the line would, he said, have been constructed before this. Mr, Lake thought it was time parliament stopped playing with the question, and constructed the line, which is an absolute necessity to the development of the west. He, too, favored government ownership of the road and its terminal facilities. J. G. Turriff declared that the new route to the old country markets via Hudson Bay is a great ne-

its terminal facilities. J. G. Turriff declared that the new route to the old country markets via Hudson Bay is a great ne-cessity to the west; as to its feasibility there is no doubt. He emphasized the fact that anything which develops the west will contribute to the prosperity of the cast. He predicted that the next time the west raises a full crop there will be an unprecedented blockade. The congestion of two years ago was due more to inability of railways to handle the grain than so w. With a largely increased acreage the trouble will be more acute is future. (There is every justifi-cation, he said, for the government to take hold of the project at once and press if to a successful issue. Mr. Turiff denied that the present government has given any land grants in the west. It had not carried out the obligations incurred by the former govern-ment. Mr. Turiff was not particular whether the road was built by the government or one of the existing companies. The chief thing is to have it built. W. D. Staples supported the resolution. He did not think there was anything new in the speech de-livered by Mr. Sifton recently. The ideas had all been presented before. He voiced the susplicion that it had cost the extended the press of the United States and Canada. Mr. Staples thought the road

could have been constructed if there had been

could have been constructed if there had been less extravagance by the governmnt. If the people connected with the government steamers had used caps which cost ten cents in and of twelve dollars, something could have been shired towards construction of the railway. The three hun-dred thousand dollars which it is proposed to solid in fireworks at Quebec could be more profitably som on the railway, as could the money spent in introduc-ing a new system of bookkeeping in the marine de-partment. More could be done for such projects if the government cut out middlemen. J. Crawford, Portage la Prairie, took up the question of land grant. He said that the land grant should be handed over as the construction proceeded. This was a mistake as it did not guarantee the com-pletion of the road. The construction of the railway, Crawford said, would mean a great gain for the west

Crawford said, would mean a great gain for the value of the saithough, perhaps, not quite so greaf a gain as predicted, because with the completion of the G predicted, because with the completion of the Grand Trunk Pacific the cost of hauling from eastward will be reduced. The line would be a great advantage however, particularly for the transport of stock to the British market. He had no doubt of the feasi-bility of the water-end of the undertaking. Crawford thought the government should construct but not operate the rallway. Nothing could be done which would contribute more to the prosperity of the west than the construction of the Hudson Bay railway John Herron said that he had intended to speak at some length, but owing to the lateness of the bac some length, but owing to the lateness of the would simply put himself on record as being in f of the project. It would, he said, be a great bo the cattle business of the west. The present land journey takes the "cream" off the cattle b

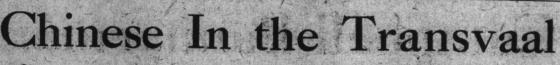
ness. S. J. Jackson, of Selkirk, told the house the story of the disastrous consequences of forty miles of the Hudson Bay rallway in eighties. He was of the opin-ion that if Manitoba was to get full benefit of con-struction of the line it should run either between Lake Manitoba and Lake Winnipeg or east of Lake Winnipeg. The latter route would open up a rich country and be 200 miles shorter than any other route. His idea would, be to have the government build a road and give every raitway in the west run-ning rights over it.

build a road and give every railway in the west run-ning rights over it. A. Martin, Conservative, of P. E. I., thought every member of the house east of Baie des Chaleurs should favor the construction of the Hudson Bay railway provided they could be convinced that the Hudson Bay straits are open for navigation for five months of the year. It would give manufacturers and products of the maritime provinces a water route to the west.

to the west. Dr. McIntyre, in a speech of a couple of minutes, summarized all arguments in favor of the project, and expressed his conviction that its, construction is ne-

cessary. G. W. Fowler, Kings, N. E., gave his support to the resolution, but criticized the government for extend-ing the area of the land grants. Hon. Frank Oliver made the government statement. In passing he re-ferred to Fowler's and McCarthy's arguments regard-ing land grants made to the Canadian Northern. All depended, he pointed out, on the question whether the read was to take the shorthest route to the Under

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OHN FOSTER FRASER, writing in the Lon-don Standard of March 24th. says: Westminster, Monday Midnight.' pitch all the moneys that have been voted in preced-ing weeks. It is the privilege of the opposition to nick where they like and what they like. They pick-<text>

<text> indignation.



don Standard of March 24th. says: Westminster, Monday Midnight. A bitter, waspish, recriminatory night-and the Government hauled down with a lasso from the moral altitude on which they had perched themselves. And all in regard to our heathen friends the Chinese in the Transvaal. Of course the Ministry have additted the trifling "terminological inexac-titudes" concerning "slavery." by which they got the bouncing heart of the freedom-loving British effector-ate to holst them into the seats of the mighty, so that Ah Sin and his button-hole-eyed compatriots might be sent back to the Flowery Land. But tonight the government were exceding wrath. Mr. Asquith was indignant. Nobody can remember him ever being so indignant before.

When the Transvaal government were about to come into being and questions were heard as to what was likely to be the attitude of the Boers in regard to the Chinese in the South African mines, Mr. Asquith, in a fine, Romanesque outburst, declared in the house that if the Transvaal government passed legislation meen conting the wicked clauses of the Unionist govern-ment ordinance concerning the indentured employ-ment of yellow coolies, then, to use his precise words, "any legislation corresponding to this ordinance will be disallowed." But last August, as soon as the Bri-tish Parliament had been prorogued, the Transvaal government gave sanction that "slavery under the British flag" should continue and on Saturday last the fresh ordinance came hito force. The British bestish flag" should continue and on Saturday last the fresh ordinance came hito force. The British povernment, however, did not boast about it. No minister spoke about it. Three Blue-books have been issued this year, but not a fooinote in any of them issued this year, but not a fooinote in any of them issued this year, but not a fooinote in any of them issued this year, but not a fooinote in any of them issued this year, but not a fooinote in any of them issued this year, but not a fooinote in any of them issued this year, but not a fooinote in any of them issued this year, but not a fooinote in any of them issued this year of the fooinote in any of them issued this year of the fooinote in any of them issued this year of the fooinote in any of them issued this year of the fooinote in any of them issued this year of the fooinote in any of them issued this year of the fooinote in any of them issued this year of the fooinote in any of them issued this year of the fooinote in any of them issued this year of the fooinote in any of them issued this year of the fooinote in any of them issued the fooinote in the fooinote in any of them issued the fooinote in the fooinote in any of them issued the fooinote in the fooinote in any of them issued the fooinote When the Transvaal government were about

acc respecting the Chinese coolles. Now, this evening, Mr. Lyttelion, ex-secretary for the Colonies, came along and told the house all about it. Indeed, ne came very near to accusing the gov-period of the came very near to accusing the gov-period of the came very near to accusing the gov-period of the came very near to accusing the gov-period of the came very near to accusing the gov-period of the came very near to accusing the gov-period of the came of Ministerialists-cheered and the elder Radicals-the gentlemen who before the general election, cried on high heaven to witness the fories had besimtroad the Liberais were the period the elder Radicals-the gentlemen who before the general election, cried on high heaven to witness the fories had besimtroad the Liberais were the period the elder Radicals-the gentlemen who be wiped out-ment at the request of stavery would be wiped out-the front beach assertion that everything was all the front beach assertion that everything was all the front beach assertion that every heaved the fact withe beach assertion that the conditions of the front beach assertion that the conditions of the front beach assertion that every words of the fact withe beach of the Transval legislature, the fact however, was kept prominent that the gov prime of servitude in the very words of the scored to the fact to the the fact to the fact with the fact to the fact to the fact as to the scored to the fact beach as the county. **A Legislature Bran Tub**

A Legislative Bran Tub

The opposition got the government on the hip. The Consolidated Fund Bill came along. It is a sort of legislative bran tub, into which the government

Mr. Asquith and Mr. Lyttelton

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the state

Mr. Bonar Law's Criticism.

Mr. Bonar Law's Criticiam. "An irrelevant and very confused speech," was Mr. Law's description of Mr. Churchill's harangue. Mr. Bonar Law is one of the most precise speakers in parliament. And so he again made clear that the sovernment had broken their pledges and had deli-berately concealed the fact from their followers. "No page in history is more disgraceful than this action of the government," he declared. When Mr. Bonar Law referred to the moral delinquencies of the minis-try the ministerialistic chuckled--they had the best of reasons to be merry over moral obligations. He wanted adequate parliamentary language to describe the conduct of the government. So he quoted Dr. Macnamara on the retention of the Chinese: "If we allow this thing to continue we shall be infernal by-pocrites." That, added the member for Dulwich, with a smile at Dr. Macnamara, describes the position with scientific accuracy.

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N the Empire, published by Mr. John Hous-ton at Prince Rupert, the following com-pendium of information is given in re-sponse to numerous inquiries. Climate—The climate at Prince Rupert, is much the same as it is at points on the sea coast of, the mainland between San Francisco and Vancouver. There is a good deal of rain, very little snow and a tem-perature ranging from 10 to 70 degrees above zero. Soli—At Prince Rupert the soil is a vegetable mold covered with moss and intermixed with roots, and from one to ten feet deep to bed-rock. It is spongy and water-soaked and does not drain easily, although the land lays well for drainage. At present animals can not be used for traffic or for any kind of work. What the soil is on land capable of culti-vation in the interior or on Queen Charlotte Islands

is not known to the writer. Vegetation—The vegetation at Prince Rupert is almost wholly evergreen, the timber being red and yellow cedar, spruce, hemlock and bull pine. The undergrowth is principally blueberry bushes. Weather—There is said to be no climate in Eng-land, it may be said there is no weather at Prince Bunari

vation in the interior or on Queen Charlotte Islands

Weather-There is said to be no climate in Eng-land, it may be said there is no weather at Prince Ruper. Harbor-The harbor is one of the finest on the Pacific Coast. If is large, land-locked, good depth of water, no shoals, and no obstructions. It has three obb and flow. Tides range from 1.6 af low tide to 26.8 at extreme high tide; the average varies from 12 feet to 18 feet twice every 24 hours. The entrance is well lighted and buoyed, and sailing vessels will not need to be towed more than a mile beyond the entrance. Water-The present water supply is taken from a branch of Hays Creek, the place of diversion being about 600 feet above sea level. There is an ample supply for 2,000 to 4,000 people. Thus said to be large enough to supply 100,000 people. The source of the water is rain and snow, the watershed being. Townsite-The townsite of Prince Rupert is on the west side of Kalen Island, and when surveyed will have a frontage of four miles on the harbor and must contain at least 2,000 acres, 1,300 of which are now cleared. When surveyed, every fourth block and the lots therein will be owned by the Province of British Columbia, the remainder will be owned by the Grand Trunk Pacific Town & Development Com-any, Limited.

pany, Limited. Size of Lots—The townsite has not been surveyed into blocks and lots; but under the agreement be-tween the Province and the Grand Trunk Pacific Railway Company, the survey and sub-division into lots is to be completed on or before September 30th, 1908 When surveying will be commenced is not known to the writer. Price of Lots—As there are no lots, there can be no prices; and no person at Prince Rupert can give information respecting either the prices at which lots will be offered or terms of payment. Date of Sale of Lots—All the information obtain-able respecting the date on which lots will be offered for sale is that the townsite is to be surveyed and sub-divided into lots on or before September 30th, 1908. Sales of lots cannot well take place before that date.

date. Locations for Business—The land that will be within the boundaries of the townsite is locally known as "Knoxville," "Beaconville," and "Vickers-rille," The houses in "Knoxville" are on the Grand

Turk Fraction and Cariboo mineral claims. The land is not cleared and permission to erect cabins are no longer granted. It is not suitable for business loca-tions under present conditions. "Beaconville" is at the G. T. P. wharf and on a street leading from the wharf. Permission to live and to do business there is obtained only from Frank W. Morse, of Montreal, general manager of the G. T. P. It is understood, permissions are now being granted. "Vickersville" is on cleared land distant about 3,000 feet northeast of the wharf. Permission to erect tent houses there are granted by James H. Bacon, G. T. P. harbor engineer, but all permissions have to be approved by W. H. Vickers, Chief Constable of Skeena District, who is stationed at Prince Rupert. "Vickersville," like "Knoxville," is not suitable for business locations under present conditions. under present conditions.

Businesses That Would Pay-Under present con-

under present conditions. Businesses That Would Pay-Under present con-ditions and present conditions are likely to continue until lots in the townsite are sold, there is no chance to engage in any kind of business at Prince Rupert. Chances for Getting Employment-There will be very little work at Prince Rupert for skilled me-chanics of any kind until lots in the townsite are sold, and until business buildings are erected there can be no employment for clerks, bookkeepers, steno-graphers, and the general run of office help. The same will hold good respecting help for hotels and restaurants. Once grading is commenced on the G. T. P. at Prince Rupert, there will be work for men woo knew how to use a pick and showl, an ate, and a hammer and drill. The right-of-way of the first tod miles east from Prince Rupert is to be cleared, and much of the grading will be rock work. Dopulation-Prince Rupert has about 200 people, and there cannot well be an increase until the lots use esold, for the reason that tent houses only will be erected and in but one locality-"Vickersville." Churches-The Church of England and the Pres-hal ad the other in a Building erected by the G. T. P. for a hotel. but which has not been opened. Schools-A building for a public school has been rovided for and a school will be started with an attendance of from 12 to 20 children.

provided for and a school will be started with an attendance of from 12 to 20 children. Sewers and Light—The G. T. P. has laid a main frame of 700 feet, and a number of buildings are connected with it. The B. C. Tie & Timber Company, whose sawmill is two miles from the wharf for a disnected with it. The B. C. Tie & Timber Company, whose sawmill is two miles from the G. T. P. wharf, to the school with the text of the school with a school with the second school of the school of the school with the school of the yet been granted to anyone,