

The Semi-Weekly Colonist

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VICTORIA, B. C., TUESDAY, OCTOBER 25, 1910.

FIFTIETH YEAR

RAILWAY ROUTE ANNOUNCEMENT

Projected Route of Island Section of the Canadian Northern Pacific Railway

PRAIRIE MARKET FOR B. C. MILLS

Following Conference With Mr. Mackenzie, Premier McBride Outlines Course of Island Section

TO RUSH CONSTRUCTION WITH ALL DISPATCH

Vancouver Island Division of Canadian Northern Pacific Calls for One Hundred and Fifty-three Miles Road

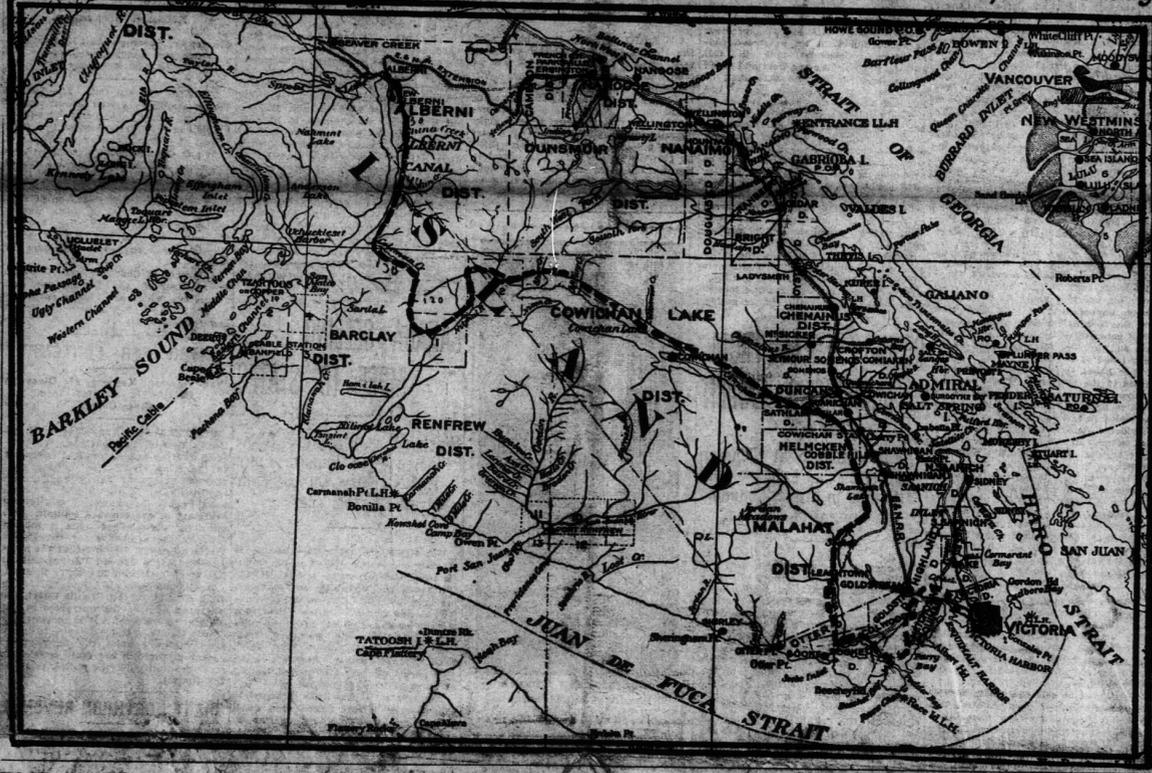
In the course of a protracted conference between Premier McBride and Mr. William Mackenzie, of the Canadian Northern Pacific railway, extending virtually over the better part of the past two days, details of the route selected for the first important section of a railway which, while forming an important integral part of the new Canadian transcontinental system, will at the same time be a first link in a railway from end to end of the island, were agreed upon, so that, the First Minister was able, at the termination of the interview yesterday evening, to announce the accepted route for the Victoria and Barkley Sound division of the Canadian Northern Pacific—subject only to such minor deviations and corrections as may be found advisable for the circumvention of minor engineering obstacles and the possible shortening of mileage as the actual laying out of the line proceeds. As adopted, this Vancouver Island section of the Canadian Northern Pacific is provided for under the railway legislation of last session, contains approximately one hundred and fifty miles, and is a first link in a railway which, when completed, will have been contemplated, and upon which last session's legislation and bond guarantees were based.

The route Victoria is the southern terminal, as promised the people of this city, the line taking a course from here apparently around Portage Inlet (the head of the Gorge) by way of Esquimalt harbor and crossing the Esquimalt and Nanaimo railway at the southeastern corner of Langford Lake. Thence the line runs due south to the head of Pedder Bay, making a curve westerly at that point, and proceeding along the coast to Sooke inlet, the northerly shore of which is followed to Sooke river, which is crossed near the mouth. Sooke river is succeeded on the western side its origin in Sooke lake, the railway skirting the lake on the western side its entire length, then swinging slightly to the east and first touching Shawanigan lake at its extreme southeast corner. Shawanigan lake is also skirted on the western shore, and this lake being left behind, the line runs approximately due north and crosses the Sooke river about eight or nine miles from its mouth. Swinging to the northwest, the line reaches the Cowichan river four or five miles above Duncan, and adheres to the Cowichan for six miles, then crosses and skirts the north bank until it reaches the lake near the mouth of Meek creek. Cowichan lake is followed on its northern shore the entire length, the line at the western end of the lake swinging southerly and then abruptly northerly to the Nittinat river, which is then followed down on the western bank to within three miles of Nittinat lake. From this point the line curves northerly to the head of Coleman creek, the valley of which is followed to its outlet in Barkley Sound, whence the line follows the sinuities of the Alberni Canal to Alberni.

To Small Construction Surveyors are now in the field along the greater part of this route, completing the necessary data which must be available before construction proceeds. Instructions have been given by President Mackenzie to Mr. T. G. Holt, financial and executive agent of the company in British Columbia, to call for tenders just so soon as the remaining engineering data is available; and to award contracts and see the work under way with the least possible delay. The instructions of the Canadian Northern Pacific president to his representatives in this province are that the entire road from Victoria to the West Coast is to be reached to completion with all possible despatch.

In the selection of the route indicated above, the fact has been ever kept in mind that this line must be of true transcontinental standard in alignment, gradients, and rise and fall—the Victoria and Barkley Sound division being a part, and an important part, of the transcontinental scheme. Due consideration has also been given to the traffic producing capabilities of the line and its colonization possibilities and probable usefulness in the plan of industrial development for the island in which Mr. Mackenzie and his associates aim to play an important part henceforward.

And—far from least important to an interested in the northward of Victoria, British Columbia, his visit to Canada is for the purpose of negotiating for the building of the Quebec Bridge and its connection with the Vancouver engineering works project. For some time



Agreement Concluded Between Two Lumber Associations of This Province and Retailers East of Mountains

LATTER WILL DROP AMERICAN LUMBER

Effect Likely to be Practical Prevention of "Dumping" by Sawmill Men to South of International Line

YANCOUVER, Oct. 21.—Western Canada will no longer be the dumping ground for the surplus output of American saw mills. By the terms of an agreement recently entered into between the retail dealers in Manitoba, Saskatchewan and Alberta, and the British Columbia Lumber and Shingle Association, representing the coast mills, and the Mountain Lumber Association, representing the saw mills of the interior of the prairie provinces, will no longer handle any lumber originating in the United States. The arrangement is likely to prove very effective in excluding the American product, as the millmen to the south, quoting low prices for their surplus stocks, would be unable to stand the expense of establishing independent yards of their own on the Canadian prairies. This will mean that the mountain and coast millmen will be enabled to ship annually at least two hundred million additional feet of lumber to the markets east of the Rockies. The three-cornered agreement has already been ratified by the various interested parties. The coast millmen adopted it at a special meeting held at Vancouver.

EASY VICTORY FOR MINISTER

Hon. W. R. Ross Re-Elected in Fernie by Substantial Majority—Comparatively Light Vote is Cast

FERNIE, Oct. 22.—Hon. W. R. Ross minister of lands, was returned to the legislature at the by-election here today, necessitated by his elevation to the cabinet, by the substantial majority of 249 votes, which may be increased with belated returns. The vote polled throughout the riding was a light one, but the ministerial candidate showed consistent proportional gains throughout the district. Bennett, his Socialist opponent, carried but two polling divisions, obtaining a majority of 23 in Coal Creek and of 13 in Michel. Hoerner gave Mr. Ross a majority of 83 and Corbin a majority of 6. In Fernie Mr. Ross secured a majority of 215. Indicative of the meagre vote polled is the fact that in Fernie but 617 votes were cast, as compared with the 773 of the last election.

LARGE INDUSTRY FOR VANCOUVER

British Firm Contemplating Establishment of Engineering Construction Works in Neighborhood of That City

VANCOUVER, Oct. 22.—Another large industrial project is pending which will materially contribute to the consumption of Vancouver's destiny as a large industrial centre. Mr. Lincoln Chandler of Birmingham, England, is in Vancouver in connection with the establishment of large engineering construction works in close proximity to the city. At least 55,000,000 will be expended upon this undertaking, which will give employment to an army of men. The works will cover from fifty to one hundred acres. Mr. Chandler is connected with the British Empire Bridge works of Birmingham, and is secretary of the Metropolitan Amalgamated Carriage and Wagon Company, Limited of Salisbury, Birmingham. His visit to Canada is for the purpose of negotiating for the building of the Quebec Bridge and its connection with the Vancouver engineering works project. For some time

CONSTRUCTION FROM CROFTON

C. P. R. to Commence Branch to Cowichan Lake Immediately Following Negotiations

NEW MILL TO COST NEARLY A MILLION

IN NEW HAMPSHIRE

Colonel Roosevelt Campaigns for Anti-Railway Candidate for Governorship.

NASBAU, Oct. 22.—Theodore Roosevelt went campaigning across New Hampshire today and urged the election of Robert F. Bass, Republican candidate for governor, who is the ticket. Beginning with a speech in Concord, he stopped off at Manchester and wound up the day with an address in Nasbau.

Mr. Bass obtained his nomination in a campaign against what he characterized the domination of the state by railroad influences.

Colonel Roosevelt spoke of the recent statement of Chas. S. Mellan, president of the New York, New Haven and Hartford railroad, and of the Boston and Maine, that hereafter the railways would take no part in politics in New Hampshire. He said he was glad Mr. Mellan had said what he did, but the people should see that the railways were kept out of politics in future.

Death of Railway Man. HELENA, Mont., Oct. 22.—W. T. Condon, travelling freight agent of the Chicago and Northwestern railway, with headquarters in Helena, died this evening, following an operation for appendicitis.

Illinois Central's Case. CHICAGO, Oct. 22.—Attorneys for Frank B. Hartman, Charles L. Pading and John M. Taylor, defendants in the Illinois Central Car repair cases, forced a change in the plans of the prosecution here today when they obtained from the superior court a writ of Habeas Corpus. This will delay the case at least until next Saturday, the date set for the hearing.

POSTAL SAVINGS BANKS

Board of Trustees at Washington Selects City in Each State for Trial of Plan.

WASHINGTON, Oct. 22.—The board of trustees of the postal savings bank say they have approved a list of 43 second-class postoffices today at which the plan will be given the first trial. The list includes one office for each state and territory.

The trustees of the postal savings bank are Postmaster General Hitchcock, Secretary of the Treasury, MacVeagh, and Attorney General Wickersham. They met in the office of the postmaster general today.

The plan they formally approved was selected after several investigations by the postal officials who avow the intention of making the first test of the service as thorough as possible under the limited appropriation of \$10,000 provided by congress, which must cover all the expenses of equipment, including the engineering and printing of forms, certificates, bonds, clerical assistance, etc.

CHINESE DEMAND A PARLIAMENT

Imperial Senate Takes Unexpected Action in Determining to Memorialize Throne—Revolt in the Air

PEKING, Oct. 22.—A surprising revolt has taken place against the government. The imperial senate, not three weeks old, has voted to memorialize the throne for the early opening of the general parliament. This action appears to indicate that the new senate will not be a subservient or mock institution, but one with which the grand council must reckon.

As far back as last June an informal demand was made for the immediate convocation of a national parliament, the establishment of which had been promised for the year 1911. An imperial decree was then issued refusing the demand, which was adopted by delegates to the provincial assemblies and was supported by organizations of merchants throughout the country.

The imperial senate no sooner assembled on October 3 than the provincial delegates formed an opposition party and arrayed themselves against the throne. The question of the parliament was brought up daily and the demand was made that it have executive power. The campaign culminated yesterday when impassioned speeches were made in which it was pointed out that a change was imperative for the salvation of the country. This plea won over a large majority.

DEATH SENTENCE ON DR. CRIPPEN

Found Guilty and Condemned to be Hanged on November 15—Life Imprisonment May be Substituted

LONDON, Oct. 22.—Dr. Hawley Crippen, after a trial extending over five days, was today found guilty of the murder of his wife, an American woman known on the stage as Belle Elmore. Lord Chief Justice Alverstone, who presided at the trial, sentenced Crippen to be hanged on Nov. 15.

There is, however, strong prejudice in England against executing a man on purely circumstantial evidence and an incident at the close of the Crippen trial has caused the impression that the jury may have recommended a life sentence.

After Crippen was sentenced the foreman of the jury handed to the Lord Chief Justice a note, after looking at which he said: "That shall be forwarded to the proper quarter."

The "proper quarter" might mean the home secretary, who has jurisdiction over such matters.

CHOLERA IN ST. PETERSBURG

ST. PETERSBURG, Oct. 22.—The cholera, the ravages of which had almost ceased in St. Petersburg, has broken out afresh in the municipal hospital. Thirty-three employees of this institution have been sent to the pesthouse and there are many suspected cases. Contaminated water is believed to have been the cause of the new outbreak.

CHOLERA IN ST. PETERSBURG

Hon. Mr. Ellison Leaves. VERNON, Oct. 22.—Hon. Price Ellison left today for Great Britain, and in his capacity of minister of agriculture will attend the exhibitions of British Columbia fruit in England, Scotland and Ireland. He is accompanied by Mrs. Ellison, who expects to return about Christmas. The apples sent from Okanagan this year to the old country are superior in color to those forwarded last year.

CUSTOMS PROBE TO GO DEEPER

Royal Commission to be Appointed at Ottawa for Further Investigation of Chinese Irregularities

OTTAWA, Oct. 22.—The appointment of a royal commission to go into the customs irregularities at Vancouver is stated to be the decision arrived at by the officials of the department of customs and excise here, following the receipt of advice from the legal counsel who represented the Dominion government during the recent inquiry at the coast city.

At the close of the first investigation into the arrival of eighteen alleged bogus merchants on the Empress of China, these legal representatives suggested in their recommendations to the departmental deputy minister that the situation be more fully gone into, but later, at the conclusion of the examination of two of the eighteen detained from the Empress of India at Victoria they went still further, and in a letter to the department, desirable

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How it was made by an expert
scrupulously clean factory.

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