

WILL CONTROL WESTERN LINES

Mr. George J. Bury is Officially
Announced as Successor to
Sir William Whyte on Can-
adian Pacific

MONTREAL, Oct. 5.—It was definitely announced from the Canadian Pacific Railway Company headquarters today that Mr. George J. Bury had been appointed vice-president and general manager of western lines in succession to Sir William Whyte, recently retired.

Mr. Bury will have all the authority in the territory covered by the resigning head of the system in Western Canada. Mr. Bury is one of the best known railway men in Canada. He first became identified with the C.P.R. as secretary to Sir William Van Horne, later was appointed a superintendent, with headquarters at North Bay, was transferred to Winnipeg as assistant general manager in 1904, and a year later was advanced to the office of general manager of western lines.

In the railway and business world he is known as a man of great energy, splendid grasp and quickness of decision. The appointment comes as no surprise, as Mr. Bury is a railroad through and through and is one of the most prominent men connected with railroad service today.

WINNIPEG, Oct. 5.—George J. Bury, the new vice-president of the Canadian Pacific Railway, left Montreal this morning and will be in Winnipeg on Saturday. He has already indicated the full measure of his new responsibility, and will on his arrival in the west at once take up the question of changes which must be made owing to his own promotion. It is still uncertain what the exact nature of the duties of vice-president will be. Sir William Whyte had extraordinary powers in Western Canada, and it is considered improbable that all of these will be continued to his successor in office. A circular to be issued in connection with the appointment of Mr. Bury is to bear the words "Vice-president and general manager, in charge of maintenance and operation, western lines." This was the title borne by Sir William Whyte when he came back into active charge of the western lines after a period in which he was executive agent of the company in this city. Mr. Bury will have two assistants, one in charge of maintenance and the other in charge of operation. This is the system now in use on the eastern lines, and railway men consider it is possible that it may be adopted in the west. It is rumored that Grant Hall, superintendent of motive power, will be the chief assistant, but this cannot be confirmed as Mr. Bury himself has not received word of it.

TOO MUCH FOR BEER

Senator Stephenson's Objection to Excessive Expense in Connection with His Campaign

MILWAUKEE, Wis., Oct. 5.—When United States Senator Isaac Stephenson found that his expenses for nomination at the primaries in 1908 were running so high that the item for beer and cigars alone amounted to \$30,000, and the aggregate was fast approaching a final amount of \$187,793, he demonstrated and told his campaign managers: "I want to win the nomination, but I do not want to buy it."

This was part of the testimony given today before the United States Senate committee which is investigating charges that bribery contributed to Senator Stephenson's election.

In reply to his complaint Senator Stephenson was told that the three other republican candidates for the primary nomination—former Congressman Samuel A. Cook, who spent \$42,203; former State Senator William H. Hutton, who spent \$30,002; and Francis R. McGovern, now governor of Wisconsin, who spent \$11,063, were making a hard fight, their expenses finally aggregating \$83,268.

This, together with Senator Stephenson's expenses, made a total for the republican senatorial campaign that year of \$181,061.

It was testified by E. A. Edmonds, Mr. Stephenson's campaign manager, that the senator usually issued checks for more money when told of the activities of his opponents.

The charges as investigated by the Wisconsin legislature, and presented to the United States senate were read over in detail to Edmonds. He admitted that many sums of money named in the charges had been paid, but denied the truth of the phrase "used corruptly and in violation of the law," as included in each charge.

The charges also alleged that approximately \$250,000 had been spent in the nomination of Mr. Stephenson. Edmonds declared that amount spent was not in excess of the \$107,793, as made in the final report to the state.

Senator W. B. Herburn announced that where charges of unlawful use of money officially had been in connection with campaign expenses of which no detailed account was rendered, the presumption was that the money was wrongfully used and the burden of proof was on the accused.

FOR ENTERTAINMENT

Large Expenditure in Senator Stephenson's Campaign Went to Buy Cigars and Beer

MILWAUKEE, Wis., Oct. 6.—After examining 275 items paid to individuals who, collectively, for campaign expenses received \$107,793, the senatorial committee investigating the charges of bribery in connection with the election of United States Senator Stephenson today heard testimony that money was used for "entertainment" and not for any corrupt purposes.

No itemized accounts were returned, but Rodney Sackett, one of the campaign

managers, testified that he had been informed the money had been used for buying cigars and beer.

It was the custom in Wisconsin during the campaign, Sackett testified, to send jugs of whiskey and kegs of beer to localities where favorable sentiment was to be worked up.

All this was given by Sackett as explaining Senator Stephenson's expenditure for primary nomination.

OFFERED SEVERAL SEATS

Hon. E. Rogers Has Chances of Constitution in Manitoba—Nominated by Lisgar Men

WINNIPEG, Oct. 6.—Hon. Robert Rogers was yesterday tendered a complimentary luncheon by nearly a hundred Conservatives of Lisgar constituency, who came as a delegation to Winnipeg to ask Mr. Rogers to represent that constituency in the federal house, W. H. Sharpe, the member recently re-elected, to take Mr. Rogers' seat for Manitoba in the Manitoba provincial parliament.

Mr. Sharpe declared his acquiescence in the proposal, stating that he was willing to make way for Mr. Rogers.

Mr. Rogers, however, stated that he could not at that moment give a decided answer, stating that he had been proffered three or four constituencies by members willing to retire in his favor.

Labor Department

OTTAWA, Oct. 6.—J. G. O'Donoghue, legislative representative of the labor organizations, who is here today, says that labor men will oppose the proposal to reduce the status of the department of labor by having it made a subdivision of the department of trade and commerce.

"I believe," he said, "Mr. Borden is too frightened a man to make any such move as that, which we believe would be prejudicial to the interests of Canadian labor."

NEW RAILWAYS OF VANCOUVER ISLAND

Eighty-Two Miles of Construction Work Before E. & N. Railway Along East Coast and to Cowichan Lake

With the Alberni extension of the E. & N. railway practically complete, in fact so far advanced that Mr. H. E. Beasley, superintendent of the road, was able to announce yesterday that a regular service between Victoria and the west coast terminals would be in operation some time in November, the island transportation company already has at least eighty-two miles of additional construction work underway.

Few realize the marked activity of the Esquimalt & Nanaimo railroad.

The mileage mentioned is but that which has been explicitly and definitely outlined and for which contracts, either for the clearing of right-of-way or for grading, have been awarded or are being called for. Hundreds of men are employed in the work of pushing the Alberni extension of the E. & N. railway practically complete, in fact so far advanced that Mr. H. E. Beasley, superintendent of the road, was able to announce yesterday that a regular service between Victoria and the west coast terminals would be in operation some time in November, the island transportation company already has at least eighty-two miles of additional construction work underway.

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that it is not the intention to rest content now that Alberni has been reached. Surveys have been continued to Qualicum along the west coast and to those who have been following the trend of events, and again in spite of the fact that those in authority will say nothing it is known that Campbell river is not the ultimate destination of the east coast line. The work will not be considered finished until the north end of the Alberni is attained is common knowledge.

The East Coast Extension.

The latest of the company's moves, although the enterprise has been considered for some time, is the east coast extension. Now that the Alberni road is practically ready for the formal opening, and there is nothing apart from the Cowichan Lake spur to worry about, the officials are bending their energies to running the road from McBride Junction to Campbell river, a distance of fifty-seven miles. One route that has been located, and does not present anything like the serious constructional difficulties that were encountered in cutting across the island to Alberni. For some months, Contractors Sabine and Sturges have had a large staff of men employed in clearing the northern section of this proposed railway. They have made splendid progress it being understood that everything is in shape for grading from Union Bay to a point in the vicinity of Kuluhan Point. They are working a few miles beyond that now. Their work will not include the section immediately this side of Campbell river, several locations being before the engineers this part of the route and no decision having yet been reached as to which is the most suitable.

With regard to the portion lying between McBride Junction, which is the spot where the east coast line will leave the Alberni extension, and Union Bay, tenders are now being invited for the clearing of the right of way. The time for their admission closes on the 15th inst and shortly after the contract will be awarded.

Mr. E. M. Marpole, vice-president of the E. & N. company, in a statement made several days ago declared that as soon as the route was cleared the grading would be commenced. From this it is assumed that no time is to be lost in the construction of the east coast line. It is believed that, owing to the comparative simplicity of construction, the road will be ready for operation in a little over a year at the outside.

Meanwhile the grading of the Cowichan Lake road is being rushed along. The time allowed the contractors expired on December 31, but owing to the fire regulations which held back the right of way clearing, and to other conditions over which they had no control, it will be impossible for the branch to be ready for the steel before April 1, although every effort is being put forward to better that estimate. The road, on completion, however, will be laid as soon as possible. Superintendent Beasley hopes that the line will be laid as soon as possible. Superintendent Beasley hopes that the line will be ready for the accommodation of the tourist traffic of next summer.

That the Alberni road will be in shape to handle the large transient travel of 1912 is assured. There is no doubt that the number of pleasure seekers who will make the trip through Victoria to the West Coast next year will be a surprise to the majority of residents. Every preparation is being made to provide the prospective visitors with that outdoor entertainment which is the chief attraction of the tourist traffic of next summer.

At Cameron lake, on the most charming bodies of inland water on the island, there will be a chateau, and from that point a trail is under construction and will be completed in a few days, that will give comparative easy access to the summit of Mount Arrowsmith, one of the finest mountain peaks of the interior.

At Alberni there is the best of fishing and shooting, and just outside of that community there are lakes that boast not only of natural beauty, but of trout that have not yet been made suspicious of the wiles of the fishermen.

All these attractions will be advertised by the C.P.R., whose publicity expert visited the island a short time ago, and that immediate results may be expected. The E. & N. officials are confident.

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\$500

which has been the talk of British Columbia and Canadian Railway circles for some months.

A new town—a new port—is about to be established on the Pacific Coast by Canada's greatest railway corporation. It is to be the

PACIFIC COAST FREIGHT AND GENERAL OPERATING TERMINUS OF THE CANADIAN PACIFIC RAILWAY COMPANY

Not that Vancouver is to be abandoned as the terminus of the Canadian Pacific, but that topographical and other considerations are such that a new town must be established in the Vancouver metropolitan district to provide for:

—180 Miles of Trackage, Shops and Material Yards so extensive that \$7,000,000 are to be spent forthwith and 5,000 men ultimately given permanent employment.

The existing terminals of the Canadian Pacific Railway Company in Vancouver have proved absurdly inadequate, and the Company has therefore decided on improvements of a magnitude:

—That will equip Vancouver as no other Pacific Coast Port is equipped,

—That will enable the Canadian Pacific Railway to maintain on the Pacific Coast that supremacy over its rivals which it enjoys elsewhere in Canada, and adequately arm Vancouver to outstrip Seattle, Portland, Los Angeles and San Francisco as the world city of the Pacific.

The Canadian Northern, the Grand Trunk Pacific, the Chicago, Milwaukee & St. Paul and a second Great Northern line are headed for Vancouver, but the Greatest of America's railway systems proposes to be ready for every kind and degree of competition, and while its rivals are building their lines, it will be building terminals.

The new terminals are located seventeen miles from the centre of Vancouver proper, thus necessitating a new suburban City, which will infallibly become Vancouver's Greatest industrial suburb. At present the new town is spoken of as Coquitlam, that being the name of the rural municipality in which it is situated, but a more striking and imposing name is desired.

The railway company has already spent \$1,000,000 in purchasing about Twelve Hundred Acres required for its own uses from the Coquitlam Terminal Company, Ltd., and the latter has reserved 1,500 acres of surrounding land for the townsite, but it is not possible to state when the official townsite lots will be placed on sale, though it is hoped to inaugurate the sale sometime this fall. Plans and surveys are being made as rapidly as possible.

In the meantime a name, a name worthy of the dignified position the new City will command, is required, and to stimulate the wits of the bright men and women who are interested in the glorious epic of the conquest of the Great West, now being wrought before their eyes in mighty deeds of industrial and commercial prowess, the Townsite Company have decided to offer

FIVE HUNDRED DOLLARS IN PRIZES

for suggestions for names for the new terminal city, distributed as follows:

One Hundred Dollars (\$100.00) for the Best Name.
Two Hundred Dollars, Divided into ten prizes of twenty dollars each, for the ten second-best names.

Thirty-one prizes in all. Surely you can land one.

Send us your choice of a name for the city, and if the committee of responsible and competent citizens decide that yours is the best (and it might be the best), we will immediately mail you our cheque for ONE HUNDRED DOLLARS, with our compliments, and thank you for suggesting the name. If you come short of the best name, you have thirty other chances for the rest of the \$500. Contest Closes October 15. Read the little square at the corner. Answer the questions there; sign your name and address, and become one of the contestants. Or if you do not wish to enter the contest and only wish information about the new city, simply sign your name and address, and we will immediately forward you the fullest details. In any case you will be well repaid for the effort.

COQUITLAM TERMINAL COMPANY, 903 Bower Building, Vancouver, B. C.

there will be three sailings a day from both Victoria and Vancouver next spring. The Princess Alice and Princess Adelaide will alternate on what has been termed locally the night route, one leaving each port at midnight daily and returning at noon. The Princess Victoria and Princess Charlotte on the triangular route will, with the two other Princesses, provide three sailings a day between each port.

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