

COMING SUPREMACY IN ORIENTAL TRADE Commanding Position of Victoria as an Exporting Centre--The Importance of Buying Local Goods.

(From Saturday's Daily.) Vancouver Island has well been called the British of the Pacific. In climate it bears an astonishing resemblance to the Old Country, while many of its resources are of a very similar character. Coal and iron made Great Britain the foremost manufacturing country of the world; the same products of Vancouver Island mines will in the near future make it known throughout the world. It occupies a strategic position on the Pacific coast co-ordinate with that of the Mother Country. When the westward rush of commerce across the Pacific reaches somewhat of the volume of that which followed the discovery and exploitation of the new world, Victoria and this island will be one of the most thriving portions of the globe.

The scene of an equal equality as has characterized the west coast of Great Britain and Ireland, fronting on the open Atlantic. It has often been said that lookers on see most of the game and the expert opinion of an authority like Mr. Holmes becomes doubly interesting by reason of the fact that he has no axes to grind in British Columbia, and therefore occupies an unbiased position. But after all it is manufacturing that makes a city and district great. D. R. Wilkie, president of the Imperial Bank, who is in Victoria, emphasized this fact in an interview with the Times yesterday. As he pointed out there is power available for providing electrical energy, the cheapest and most healthful method of driving machinery. Though "made in Victoria" is even now a name to conjure with, it is capable of a much wider application than at present. Even the home market can be expanded. Earlier in the summer there was a

week; at the Development Association's rooms on Fort street there is an exhibition every day. But how many people in the city have insisted upon obtaining local products since these object lessons were placed before them? There may be some, but if proper pride in the city and its products had been aroused, there should be, even at this early date, a much wider application of the word "made in Victoria" to a larger number of people than is at present the case.

Many lines of local products emphasize the climate of the city. It is safe to say that Victoria flowers landed in Winnipeg at the Christmas season were no unimportant factor in inducing the great influx of homeseekers from the prairie that has been apparent during the present year. When the products of Victoria gardens under glass reach the frozen north they are a most convincing advertisement of the salubrity of the city's climate. The recent announcement of the institution of an immense bulb farm aroused considerable interest, not only locally, but all over the American continent. Victoria foodstuffs, saucers, spices, biscuits, chemicals and many other things, tell people what the city is. The desire to increase them is a criterion of what the city will be. But few seem to realize that the progress of Victoria is bound up, to a very large extent, in the

Prosperity of Vancouver Island. In the past this has initiated against the proper exploitation of the island's resources. Those with money to invest have sought other fields for its use and left untouched the wealth lying almost at their doors. Gradually, and not too soon, a change was manifested. The result has proved more than gratifying. Local capitalists have discovered that if staple articles can be "made in Victoria," money can be "made in Victoria," too.

The progress of the city during the present season has been phenomenal. There is a feeling of confidence in the air. It is no boom; merely the result of an expansion that was sure to come in the end. There is an old saying: "Believe in yourself and others will believe in you." This is just as true of a city as of an individual, and although unlike Tacoma, there has been no sign of a bidding one and all to "watch Victoria grow," those who have done the watching without this glaring invitation are more than satisfied with the results of their observations. This is the growing time of Canada. The prairie is being rapidly filled with a population, many of whose needs Victoria and vicinity can supply. The advent of hydraulic mining again brought Cariboo into prominence and the gold commissioner's duties became of an arduous nature. He preserved, between the working miners and the capitalists, a strict impartiality and handled the many disputes over water rights and other matters that came before him in such a manner as to render reference to headquarters in Victoria very seldom necessary.

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For the benefit of sportsmen the Equimalt & Nanaimo Railway Company have placed on sale ten trip tickets between Victoria and Shawnigan Lake on basis of five dollars each, the tickets being good for one year from date of issue. This reduced rate, together with the suburban train service, which will remain in effect for the present, will afford an excellent opportunity for hunters to visit different points along the line to indulge in their favorite sport.

Lewiston, Me., Sept. 8.—In an exhibition at the Maine state fair grounds here yesterday the stallion Masconomo, by Arlen, broke the world's two mile trotting record for a half mile track. He reduced the time from 4.59 to 4.46. Capt. S. F. Mackenzie is at the Diard.

SUFFOCATED BY GAS. Toronto, Sept. 5.—Miss Mary Connor, of Marmora, Ont., was smothered by gas in her boarding house on Soho street, this morning. The gas was found partially turned on, evidently left that way by accident. The girl was to have been married in a few days to Frank Anok, also of Marmora, by whom she was found this morning. The young couple came to visit the fair together.

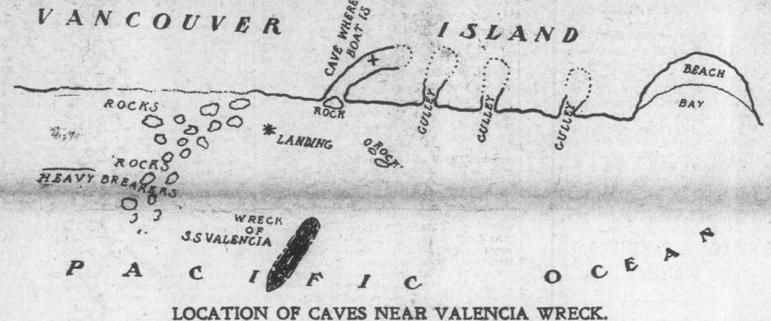
BODY IDENTIFIED. Vancouver, Sept. 6.—At the inquest this afternoon the identity of the body of the man found in Stanley park last Friday was established beyond question as that of Basil Jones, an English captain. A brother of the deceased positively identified several of his belongings. The father of the deceased came to his death by suicide.

NEW TROTTING RECORD. Lewiston, Me., Sept. 8.—In an exhibition at the Maine state fair grounds here yesterday the stallion Masconomo, by Arlen, broke the world's two mile trotting record for a half mile track. He reduced the time from 4.59 to 4.46.

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Since reports have been published referring to the finding of large caves on the coast in which not only wreckage but human skeletons have drifted from the lost Valencia the greatest interest has been taken in the discovery. People from Vancouver, Ellingham and elsewhere have been seeking the office of the department of marine and fisheries in search of further information, the inquiries being mostly those who lost friends or relatives in the wreck. The story of the find was first given on the credit of Indians but has since been verified by the Daykins at Carmanah. Phil Daykin, one of the light-keeper's sons, was in the city last week and to a Times representative stated that it was perfectly true that the caves existed. Of these he brought a diagram from his father to the agent of marine showing the location of these caves and their relative position from the wreck. For the enlightenment of those concerned this diagram is published above and will afford food for much thought and speculation. Mr. Daykin says that he was in all the caves but the largest, in which the Indians state there is a boat and eight skeletons, as also a large iron box which was too heavy for them to move. The story of the find was first given on the credit of Indians but has since been verified by the Daykins at Carmanah. Phil Daykin, one of the light-keeper's sons, was in the city last week and to a Times representative stated that it was perfectly true that the caves existed. Of these he brought a diagram from his father to the agent of marine showing the location of these caves and their relative position from the wreck. For the enlightenment of those concerned this diagram is published above and will afford food for much thought and speculation. 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DEATH OF NOTED CARIBOO PIONEER

JOHN BOWRON PASSED AWAY LAST EVENING Was For Forty Years a Government Official--Tribute From Chief Commissioner.

(From Friday's Daily.) "There is no question that, as far as the government is concerned, we believe that by the death of John Bowron one of the best officials ever in the public service was removed. Without any question his zeal in carrying out his duties and his strict integrity made him a model of what a civil servant should be."

THE C. P. R. WRECK.

A number of passengers who came through to the city from the East give an interesting account of the railway disaster between Dunmore and Medicine Hat where two freight trains met in a head-on collision on Friday of last week. The passengers were delayed 11 hours and 40 minutes by the wreck, a time which permitted badly smashed and were teleported in such a manner as to give a first impression that there was but one engine. The operator at Dunmore who it is stated was responsible for the accident immediately disappeared after the accident and has not been heard of since.

PUBLIC MEETING OF THE LORD'S DAY ALLIANCE

General and Associate Secretaries Speak in Defense of Sabbath Observance Act. The public meeting on Friday in the school room of St. Andrew's Presbyterian church was very well attended. It was under the auspices of the Lord's Day Alliance and called for the purpose of hearing Rev. J. G. Shearer, secretary of the association, describe the course followed in respect of the recent passage of the Sabbath Observance Act by the Dominion parliament. Senator Macdonald occupied the chair and first introduced Rev. W. M. Rochester, M.A., of Winnipeg, who has recently been appointed associate secretary of the alliance for the four western provinces. Mr. Rochester spoke enthusiastically regarding the work of the alliance, dealing with the duties imposed on him by his office and presenting future prospects as being extremely bright.

Rev. J. G. Shearer, who was listened to with marked attention, spoke at length on the act mentioned. He dwelt largely on the position and functions of the Sunday newspaper. "This he described as having no friends as evidenced by the passage of the recent act. As to sports on the Lord's Day, if not engaged in for gain they were not prevented, although he thought that the afternoon side were equally interested they would soon cease. The railway companies were the chief objectors to the new law, he considered, and Mr. Shearer explained that all the difficulties imposed had been voluntarily disposed of by important railway companies in the United States. Concluding, he expressed the opinion that the Canadian act was the most satisfactory of any country in the world. Other features of the matter were dealt with in a similar manner to an interview with Mr. Shearer in Wednesday's Times. A. W. Spencer, accompanied by Jesse Longfield, closed the proceedings. Yesterday afternoon an executive meeting of the Victoria branch of the Lord's Day Alliance was held in the Y. M. C. A. auditorium. Rev. T. W. Higgins acted as chairman and both speakers at the evening meeting delivered short addresses. Dr. Lewis Hall was appointed president of the local organization and, for the time being, Rev. E. G. Miller will act as secretary.

D. SPENCER, JR. IS BACK FROM TRIP

A HEAVY STOCK OF GOODS WAS BOUGHT The Purchases Made in British Centres Were Much Larger Than Ever Before. David Spencer, Jr., has returned from a purchasing trip to Europe and eastern America for the firm of D. Spencer, Ltd., Vancouver and the Nanaimo branch of the house. To accomplish this and take advantage of the best opportunities for securing a select stock requires time and energy, and Mr. Spencer has had his hands well filled. The stock purchased for the Victoria house is by far the largest ever acquired for the firm. Already the goods are arriving and the public are able to take advantage of the wise selection made from the centres of the trade of the world. London, Manchester, Bradford, Glasgow and Belfast were all visited, and advantage taken of the special lines of goods for which these various centres are famous. On this side of the Atlantic New York and Montreal were made to contribute to the stock selected for the people of Victoria. D. Spencer, Jr., makes a specialty of dress goods and ladies' ready-made wear, and the shelves of the store will carry the very latest materials. The goods this year, Mr. Spencer says, are of very varied material, and in all shades.

Throughout the trip Mr. Spencer found the manufacturers and dealers all full up with orders. It was necessary to ensure arrival at the proper time to place orders very early. This he did and thus is able to get his stock of fall and winter goods on the market at a reasonable time. The Christmas stock was selected on this trip and the first shipments will arrive in a few weeks. The purchases in this line were very large and the intention of the firm is to clear an entire floor in the building for the display of Christmas stock this year.

And whereas the city of Victoria is the oldest established commercial centre west of Ontario, and has always been, and is now, an important distributing point for a very large area, including all of British Columbia, the Yukon Territory and points east of the Rocky Mountains, whereby its merchants are brought into touch with the trade requirements of a rapidly growing population. And whereas the city of Victoria imports goods from the United Kingdom to a greater value than any other British Columbia city. And whereas the city of Victoria is the first and last port of call, not only of all steamships engaged in ocean-borne commerce plying to and from points on the western coast of Canada, but also of very many of the steamships plying between the cities of Seattle and Tacoma, in the state of Washington, and ports beyond state. And whereas the city of Victoria is the capital of the province, and will, when the railway enterprises now in course of construction are completed, be greatly enhanced in its importance as a commercial centre. And whereas the people of Victoria are consumers of British goods to a much greater extent per capita than the people of any other part of Canada; Be it resolved, that, in the opinion of this board, it would be to the advantage of trade between the United Kingdom and Canada to have a correspondent of the Board of Trade appointed at this city; Further resolved, that this board respectfully requests the Board of Trade of the United Kingdom to appoint a correspondent resident in Victoria; Further resolved, that a copy of these resolutions be sent to Lord Strathcona, Canadian High Commissioner, with the request that he will use his influence towards furthering the object of these resolutions.

BOARD OF TRADE TAKES UP WATER

APPOINTED COMMITTEE TO MAKE RESEARCHES At Meeting of Council To-Day--Conference With Minister on Indian Reserve Question. An exceptionally lengthy meeting of the council of the board of trade this morning matters of unusual importance were considered. President J. A. Mara occupied the chair. Messrs. C. F. Todd and D. R. Ker, members, favored their colleagues with a great deal of the information they had acquired in their investigation of the water question resulting in the report presented to the mayor and corporation last Monday. After much discussion it was decided that the recommendations of the citizens' committee should be laid on the table for consideration at the next monthly general meeting and that the thanks of the council be tendered Messrs. Ker and Todd for their exertions. It was further resolved that a committee be appointed to draft a report upon the water question for presentation at the monthly meeting which will be held at 3 o'clock in the afternoon of next Thursday. The president then named as the committee Messrs. F. A. Pauline, S. J. Pitts, H. E. Thomson, H. G. Wilson and C. H. Lugin.

It was reported by the president that he had telegraphed to Prof. Prince asking him to wire instructions cancelling the close season for fish traps, and that that official had promptly complied. The action was approved. A telegram from Hon. Wm. Templeman, minister of inland revenue, and a letter from Hon. R. E. Green, chief commissioner of the provincial lands and works department, were read. They dealt with the suggested removal of the lepers from Darcy Island. They were laid on the table. The unsatisfactory arrangements for handling freight at the E. & N. railway station and some other transportation matters were referred to a special committee consisting of Messrs. H. G. Wilson, D. R. Ker, J. J. Shallock, H. E. Thomson and E. G. Prior. They were instructed to prepare a report for presentation to Sir Thomas Shaughnessy, president of the C. P. R., upon the occasion of his projected trip west. The question of the removal of the Songhees Indians from their present position arose upon the reading of a letter from City Clerk Dowler stating that the corporation is endeavoring to effect a settlement of the matter as speedily as possible and that progress is being made to that end. Members present were unanimously of the opinion that the removal of these Indians was imperative, vitally affecting the commercial welfare of the city. Instructions were given the secretary to arrange with the Hon. Mr. Templeman for a meeting with the council on Tuesday morning, when a basis of settlement may be discussed. And whereas the city of Victoria is the oldest established commercial centre west of Ontario, and has always been, and is now, an important distributing point for a very large area, including all of British Columbia, the Yukon Territory and points east of the Rocky Mountains, whereby its merchants are brought into touch with the trade requirements of a rapidly growing population. And whereas the city of Victoria imports goods from the United Kingdom to a greater value than any other British Columbia city. And whereas the city of Victoria is the first and last port of call, not only of all steamships engaged in ocean-borne commerce plying to and from points on the western coast of Canada, but also of very many of the steamships plying between the cities of Seattle and Tacoma, in the state of Washington, and ports beyond state. And whereas the city of Victoria is the capital of the province, and will, when the railway enterprises now in course of construction are completed, be greatly enhanced in its importance as a commercial centre. And whereas the people of Victoria are consumers of British goods to a much greater extent per capita than the people of any other part of Canada; Be it resolved, that, in the opinion of this board, it would be to the advantage of trade between the United Kingdom and Canada to have a correspondent of the Board of Trade appointed at this city; Further resolved, that this board respectfully requests the Board of Trade of the United Kingdom to appoint a correspondent resident in Victoria; Further resolved, that a copy of these resolutions be sent to Lord Strathcona, Canadian High Commissioner, with the request that he will use his influence towards furthering the object of these resolutions.

MORE PIG IRON FROM ISLAND ORE

IRONDALE SMELTER TO BE EXTENSIVELY WORKED James A. Moore Purchases Institution That Has Operated Intermittently for Thirty-Six Years. Vancouver Island iron will soon be smelted in large quantities in the state of Washington. On Thursday Jas. A. Moore, the well known capitalist of Seattle, acquired the plant of the defunct Pacific Steel Company at Irondale. The smelter at that place has been in existence since 1870 and worked intermittently on both British Columbia and Washington ores.

Build originally for working bog iron discoveries near Irondale, it was found that this class of ore was useless alone for making pig and recourse was had to magnetite from Texas Island. The latter was mixed with bog iron from Hamilton, Skagit county. In the proportion of 98 to 7, and a very satisfactory merchantable iron produced. So much so, that the United States battleship Oregon was constructed as to 91 per cent. of its ironwork from British Columbia ore. As was stated previously in the Times, James A. Moore has bought the plant of the well known depositor of iron on the west coast of Vancouver Island from Port Renfrew to Quatsino Sound. While it is unsatisfactory to learn that this ore will not be smelted on the island but in the state of Washington, the mining of the ore will mean largely increased activity in districts near Victoria. The Irondale plant is a small one and up to the present, has never paid running expenses. There is only a small charcoal blast furnace erected there but it has been found that charcoal produced from spruce or fir cannot be used as economically or with as good results as that made from hard wood in the east. It will therefore be necessary to use coke as fuel. Experiments were tried in this direction with coke from Carbondale, Wash., but about the same results were declared satisfactory. Homer H. Swaney, of McKeesport, Pa., the prime mover in the Pacific Steel Company, lost his life in the Clallam disaster. The chief thing that militates against a smelter on Vancouver Island is the tariff of \$4 per ton imposed by the United States on pig iron imported from foreign countries. While this remains Mr. Moore will be compelled to import his ore in the rough, as this is subject to only 40 cents per ton duty, and with transportation charges will not be such a heavy handicap as would be the impost duty on pig from a Vancouver Island smelter. The new purchaser stated yesterday he would at once spend \$100,000 in improving and extending the smelter. As stated by the provincial mineralogist in his report on the iron ores of the coast of British Columbia (1902): "In the neighboring state of Washington the general conditions in regard to fuel, fluxes, labor and geographical position are very similar to those of British Columbia, excepting that the B. C. coal is undoubtedly higher grade and possesses better coking qualities. "There is a large and growing market for the products of the iron ores of the Pacific coast, a market in which the coast producer would have an advantage over the producer of the East to the extent of the lower rate of freight, which is, however, to a certain extent offset by higher Western labor cost, and the less advantageous smelting mixture of ores at present obtainable. As to the best location for an iron plant to treat these ores, the market of the Pacific slope is divided into that of the United States and of Canada, the former of which is much the greater, being protected by a tariff of \$4 per ton on pig iron smelted in Canada. "This larger market at present offers an inducement for the establishment of a furnace south of the international boundary line, but it is handicapped by an import duty of 40 cents per ton on all ores imported (at least 75 per cent. of the total supply) and an inferior quality of local coke as fuel. On the other hand, if iron works were erected in British Columbia, they would have the advantage of better and cheaper fuel and the product would earn the bounty offered by the Canadian government. It should, however, be mentioned that the bounty expires on 30th June, 1907. But it must not be forgotten that all the 25,000 tons of iron smelted on the Pacific coast came from this province. "The death occurred on Friday at the Marine hospital, Esquimalt, of David Laing, second son of the late Robert Laing, and a native of St. Andrews, Fifeshire, Scotland. He was one of the oldest residents of the city, arriving in 1854 by the ship Princess Royal with the other members of his family. Robert Laing, the father, was in order to consult authorities, and the request that he will use his influence towards furthering the object of these resolutions.

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