WOULD ESTABLISH STEEL INDUSTRY

British Ironmsster Is Enthusiastic Over Vancouver Island

HAS ALL THE ADVANTAGES

Nature Has Supplied Everything That Is Wanted in Way of Raw Materials

J. F. Shadforth, a British ironmaster, formerly of Shadforth Limited, of Great Britian is in Victoria investigaing conditions with regard to the establishment of blast furnaces for the manufacture of iron, and a steel plant for the manufacture of steel plates for shipbuilding, etc., and including branches for the manufacture of ordnance, steel rails, etc.

Manganese ore is reported to exist on Vancouver island and there is a large deposit in the Olympics, chemical analysis of which shows it to be satisfactory for the manufacture of heavy ordnence.

Mr. Shadforth is the eldest son of Robert Shadforth, ironfounder, and grandson of the late J. T. Shadforth, steel rail expert, and a relative of General Shadforth, who died in Newcastle-upon-Tyne, in 1866, after having seen service in the Crimea.

To a reporter of the Colonist, Mr. Shadforth said: "I am endeavoring to interest capital in the establishment of an initial plant which will demonstrate the advantages Vancouver island possesses for the manufacture of steel, iron, and ordnance, etc. About $2,000,000 will be required, and with a plant such as could then be established the future works would be large indeed, for when the advantages of Vancouver island were demonstrated by the initial plant there would not be the slightest difficulty in securing large amounts of capital for the extensions that would follow.

"The resources of Vancouver island and the north Pacific coast are so great that the island has better facilities for the manufacture of steel of all grades than exists at any place in Europe, and even Pittsburg cannot compare with them. I have been looking into the possiblities here and am convinced that a plant for the manufacture of pig iron, steel plate, steel rails, etc., would be a highly paying concern. A shipbuilding plant would naturally follow. The great trouble in the way of a steel shipbuilding plant, whether for the building of merchant or warships on this coast, has been the high cost of ship plates. This difficulty has greatly bothered the Moran yards at Seattle. With a steel plant here this difficulty would be overcome, for steel plates could be supplied at a much cheaper price, that at, present paid. As for the manufacture of steel rails, I have a verbal guarantee from parties to take as many as can be supplied."

Mr. Shadforth who is the inventor of Shadforth's open hearth furnace, figures the cost of an initial plant, such as would be required, at not much less than $2,000,000. Of this, $450,000 would be required for the establishment of a 300-ton blast furnace (coke) and $300,000 for a coke by-product plant; $355,000 for tin plate works, as well as other amounts necessary for foundry, machine shop, pipe foundry, bar mills, etc.

"Saving the freight, alone," said Mr. Shadforth, "assuming a cost of production no more than equal that of the eastern manufacturers, this leaves a profit of more than $10 per ton on all finished materials, including pig iron, or, a $1,000,000 annually on 100,000 tons of all kinds.

"A plant such as I seek tosecure," said Mr. Shadforth, "would employ more than 2,000 men, and allowing four people for each employee this would mean an increase of 10,000 people to the local population, at the least. Later there must be added other extensive mills for ship plate, etc., used for ship construction. There will also be the demand of the G. T. P. and C. P. R. for rails. By natural process the works would increase and car shops, malleable iron, or puddling furnaces, plant for structural steel and manufacture of ordnance would follow.

'How great an opportunity there is for the establishment of a large plant on this island where there are such large amounts of ore and fuel, etc., is obvious when it is pointed out that the class of iron ore that can be delivered at works on Vancouver island at a cost of $1.50 per ton costs at Pittsburg, $6.00 per ton. Throughont the cost of production is in favor of Vancouver island. The greater benefits of climate with assured employment will bring the skilled laborer to this island, ultimately at eastern labor prices. Therefore, it is necessary only to deal with the available quantity and cost of assemblage of raw materials, that is, iron ore, coke, limestone and manganese. These things considered there is no spot better fitted for the establishment of works than Vancouver island. There is a vast amount of iron ore on the island, as well as fuel, and manganese can be obtained nearby, if not here, but even were it necessary to send to Chili or Japan for manganese the advantage is all to this island there being no necessity for long hauls over railways.

"With regard to the market, the Mining and Engineering Journal in 1903 estimated the amount of pig iron used west of the Rocky mountains for the previous year at 512,000 tons. Probably an equal amount of the manufactured product was used, and these figures deal wholely with the Pacific consumption, without regard to the great markets of the Orient. Owing to the freight rates from the east, the market for pig iron and manufactured products on this coast is from $10 to $15 per ton higher than the price in the east. The freight rate, as it were, forms a perpetual high tariff for the industry on this coast.

"Fifty thousand tons of plate were used on the Pacific coast in 1902 and since then the increase has been enormous, and owing to the large increase in the fishing and canning industries, the use of tin has grown considerably. The plate is made at a profit in the east and can be made here much more profitably. Block tin can be laid down here from the Dutch Indies at a far less price than in the east. The remaining consumption is made up of innumerable items of domestic consumption, structural steel, water and sewer pipes, stoves, mining and other machinery, shipbuilding, etc.

"Shipbuilding is practically an infant industry, but it only awaits the advent of cheap plates, such as could be supplied by the local steel works, to come into active competition with the world. The timber is already available. Then, too, there is the growing market of the Orient, and all the countries bordering on this vast Pacific. Shipments of rails, totalling millions of dollar's worth, are now being forwarded to Japan, as well as vast amounts of of structural steel, pipes, etc, all of which could be supplied locally.

"With the erection of a steel plant on Vancouver island within easy reach of an adequate supply of manganese an ordnance factory would naturally follow."

Fruit-Growers to Organize.

Enderby Progress: W. J. Brandrith, secretary of the B. C. Fruit-Growers' association, announces that he will be in Enderby on Wednesday next, July 10, and will hold an open air demonstration at 10 a.m., and a meeting in the Orange Hall at 1 p.m. At the afternoon meeting the address will be upon "Spraying," and also upon the benefits of organization.

As is well known, efforts are being made to organize an Enderby branch of the Fruit Growers' association and this is the reason for Mr. Brandrith's visit.

It had been arranged to hold the meeting on Friday last, but unfortutraps cannot be catching anything worth reporting or some report would have been sent in before this time.

A report has just been received from the north to the effect that there has been considerable trouble with the help in the northern canneries, and that in many of them the Indian women are on strike. Nothing is known as to whether the trouble will be settled in time for the handling of the fish which are now beginning to run. At River's Inlet the season has been backward and the river is swollen to an extent that makes it difficult to fish.

The run of salmon in the Columbia is still slight, with no decided increase looked for until the high waters begin to recede and get clearer. From Puget Sound nothing of importance has come to hand. Fishing is being done in the more favorable parts of the waters of upper British Columbia, and also in several streams in Alaska, but no particulars have come to hand.

New Steamship Launched

Glasgow, July 9.—The new Anchor line steamer California was launched here to-day from the Henderson's yards. The vessel, which was christened by Lady Ure Primrose, resembles the Columbia and Caledonia of the same line, and will ply between Glasgow and New York, beginning in the autumn.

MONTHLY MEETING OF COUNCIL OF WOMEN

One of Most Important Questions Discussed Was Servant Girl Problem

The last regular meeting of the Local Council of Women, of Victoria and Vancouver island took place Monday at the city hall. Present were: The president, three vice-presidents, eighteen delegates from affiliated societies, the corresponding, recording, and press secretaries, and conveners of committees.

The minutes of the last meeting here were read and approved, and the correspondence followed, which included a letter to the mayor, conveying the ultimatum of the council regarding its attitude in the matter of the sale of liquor upon the fair grounds proper. A letter from Mrs. Willoughby Cummings asking this council to prepare a paper for the "Conference on Purity"—one of the special subjects selected for discussion at the meeting of the National council next week in Vancouver—and a letter from Miss Edge regarding the arrangements for the National meeting, and accepting with pleasure the intimation that this council would be glad to receive the visiting delegates in Victoria after the National Council meetings. The reports of committees followed, but showed little progress. That of the immgration committee was discouraging, and great disappointment was felt at the recent developments in the Salvation Army scheme. It is found that the army will not, after all, guarantee fares, nor offering many domestic servants, its proteges being mostly "settlers." Commissioner Coombes in recent address, stated that it would be unwise to depend entirely upon the Salvation Army for domestic help—the army will, however, make a contract with girls before starting, which contract is generally respected. Mrs. Justice Gilbert stated that the full fare amounted to $85. In some cases the employers were found willing to advance this amount, only exacting a refund of one-half. This proved a great encouragement to servants really desirious of emigrating. Miss Crease reported assistance from the bureau of provincial information. Also that Mrs. Palmer and Mr. Justice Gilbert had been added to this committee. Many letters of enquiry had been received, but with the information that the only credential necessary to secure good wages and situations was a guarantee of good health and conduct, the correspondence ceased. Altogether the upshot, Miss Crease said was eminently unsatisfactory; promises and prospects, always seemed to end in the fact that employers must provide all means of transits, and also take all risks.

Mrs. Andrews reported that a committee, together with a delegate from the citizens' league had interviewed the Oak Bay municipality with regard to the liquor license on the fair grounds, but had met with little courtesy, and no satisfaction. It had also transpired that by an amendment to the license act passed last winter, liquor could be sold, indiscriminately, all over the fair grounds. Serious discussion followed.

The agenda for the meeting of the National Council were discussed, and all voting on resolutions were left to the discretion of the delegates, after discussion.

A kind and cordial invitation was accepted with thanks from the Lord Bishop of Columbia, and Mrs. Perrin, to a reception at Bishopsclose, for this executive and the visiting delegates in Monday evening, July 22, from 8 to 10. The ten delegates from the National Council will be in Victoria.

Mrs. James McGregor resigned her position on this executive on account of leaving the country for Japan. A vote of regret was passed, and special mention was made of Mrs. McGregor's long and loyal service in the council in her various official capacities.

The meeting adjourned until after the summer vacation.

LORD STRATHCONA ON ALL RED LINE

He Tells of the Scheme's Value as a Bond of Empire

SPEAKS WITH MUCH CONFIDENCE

Believes Enterprise Will Bring Wealth and Other Benefits to Great and Greater Britain

London, July 1.—Lord Strathcona, interviewed on Saturday, discussed with enthusiasm the All-Red route from Great Britain via Canada to Australia and New Zealand.

The Canadian High Commissioner is full of ardor for the new scheme; hopeful of its early realization, confident of its success and of the immense benefits it will bring to the British Empire.

As outlined by Lord Strathcona, the first part of the scheme is a twenty-four or twenty-five knot service of steamers between Liverpool and Halifax—shortening the voyage across the Atlantic by two days or more. The distance from Liverpool to Halifax is 2,459 nautical miles. The distance would be covered by 25 knot boats in about four days. Lord Strathcona said that for a 20-knot service four boats would be requierd, whereas three boats would be sufficient with a speed of 25 knots. Three twenty-five knot boats would not cost much more to build than four twenty-knot boats. The idea is that there should be a weekly service. A twenty-five knot boat, supposing it left Great Britain on a Saturday, would arrive in Halifax on the following Wednesday, and would be able to start on the return voyage by the followin- Saturday.

Lord Strathcona is a convinced believer in the value of the scheme as a bond of empire. "In this enterprize," he said, "there is no question of preference in the usual acceptation of the term. It will be no one-sided project, but will prove mutually beneficial to the colonies and to the mother country. It will bring the mother country into closer alliance with the colonies, make them nearer neighbors, and better known to each other, and therefore warmer friends. To go from London to the Pacific in eight days would have been looked upon as a dream ten years ago. By accelerating the speed on sea and land, as suggestde, it can now be realized. This scheme will make Halifax, which has one of the finest harbors in the world, the chief port of entry for express services between the Old World and the North American continent. This will be good for Canada, and of the greatest possible general advantage to the Mother Country.

"It is said that the route to Halifax would not be safe in winter because of the fogs off Cape Race.

"The best answer to that is that for at least one-half of its existence the Cunard Company used the Liverpool and Halifax route with perfect safety. As to Halifax itself it possesses the finest and safest harbor in the world, with the possible exception of Sydney, New South Wales."

As Lord Strathcona explained, travelers and mails by this route could be landed and delivered in New York one full working day before they could reach there by steamer direct. Not only so, but they could reach Chicago and other points in the West and Northwest much sooner relatively. As to the direct journey through Canada, the journey from Halifax to Vancouver could be covered by express trains under the best possible conditions of modern travel in about four day. The distance between Halifax and Montreal—758 miles—would be covered at the rate of fifty-five or sixty miles an hour.

Quicker Route to the Far East.

Lord Strathcona considers that this new empire route will not be confined to a passenger and freight service. The charges for freight will not be such as to prevent a goods traffic of the lighter and also of the more costly classifications. It will enormously facilitate the interchange of British commerce with Canada, and will also bring the Orient nearer to Great Britain. Yokohama will be brought within about eighteen days of London; Britain's commercial interests in Japan and China will greatly benefit, and the British position will be immensely strengthened for the severe fight which is coming for the possession of Eastern markets. The new service will provide a splendid alternative route to the East. If, for instance, it were necessary to move troops quickly to India, the way through Canada under the new conditions would be of the utmost strategical value.

Lord Strathcona is equally interested in the Pacific part of the scheme, in regard to which Canada is also prepared to contribute her proportion. New Zealand and Australia both welcome the All-Red route, but they want at least 20-knot boats on the Pacific, which would shorten the journey by about three days and a half -- between Vancouver and Australia, and by about eight days as between London and Australia. Sir Joseph Ward held out hopes that New Zealand would contribute at least £100,000 a year, and the Commonwealth would doubtless give proportionately. Canada is ready with a contribution equal to that of the United Kingdom for the new service to Halifax.

"The sum necessary will not be too great an amount for Great Britain to pay," said Lord Strathcona, "for the vast benefits which the service would bring. And Canada could well afford it. Canada is exceedingly prosperous, and its prosperity will not be evanescent. It will last and grow. Great as has been the prosperity of the Dominion in the past decade, the rate of progress will be still more rapid in the future. See how rapidly the United States has increased in population and in industrial progress during the last quarter of a century. Progress in Canada will be comparatively more rapid than in the United States. Things move altogether more quickly in the twentieth century than in the later part of the nineteenth. Canada is a country with a magnificent future. It is only just beginning to recognize its provincial greatness.

'Already the enormous agricultural expansion in the northwest is accompanied by industrial development in Eastern Canada. This industrial development will continue at an accelerated pace. The industries of Canada are only in their infancy. Generous as is the appreciation in Great Britain of the potentialities of Canada," said Lord Strathcona, "it is my firm conviction that they are under-estimated. The future of the Dominion and the great part it is destined to play in the history of the world will, I believe, surpass all expectation. In the brief space of fifty years Canada will have a population equal to that of the United Kingdom, and by the end of the present century its population will be double that of the United Kingdom today."

RAINS HELP CROPS.

Harvest Will Be Considerably Better Than Last Year.

New Westminster, July 8.—Reports received from all parts of the Fraser valley say that the recent rains have been a great boon to the crops throughout the various districts, and in consequence the harvest will be considerably better than was expected a few weeks ago.

Although only a few days have passed since the heavy downpour, considerable improvement can be seen in the grain and root fields already, although it is rather late to be of much benefit to the hay yield.

Haying will be in full swing in a few days, and some fields have already been cut. The yield throughout the valley will be lighter this year than usual, but should the fall be late and good pasturage be the rule until late in the season, no shortage will result. However, should the winter be unusually severe, hay will be more scarce this year than for many years past.

GLASS SAND FOUND

New Westminster, July 8.—A discovery which may prove one of the most important deposits yet found in British Columbia, has been located recently. It is sand for making glass, and it is believed to be of a first-class quality.

The locator of the property has not divulged the place where the deposits are situated, and does not care to make it known until he is able to have the sand tested, which will be done just as soon as the furnaces are blown in at the new glass works in this city. Should the deposit prove suitable for making glass, it will be the only one of the kind on this continent, for up to the present time all sand required for making glass has been imported from England and Belgium and should the local factory succeed in getting the supply of raw material here, it will be able to manufacture goods much cheaper than any other concern. It will only be a question of time till it will be one of the largest glass factories in the world.

NEW GOVENOR OF HONGKONG IN CITY

Sir Frederick and Lady Lugard Spent Some Time in Victoria Yesterday

Lieut.-Col. Sir Frederick J. D. Lugard, K. C. M. G., C. B., D. S. O., and Lady Lugard, who was Miss Flora Shaw, daughter of Maj.-General George Shaw, C. B., and a brilliant correspondent of the London Times, for which paper she visited Victoria in 1898 and proceeded to the Klondike during the early days of the gold fields were passengers to Hong Kong by the R. M. S. Empress of Japan yesterday. Sir Frederick Lugard, until recently high commissioner for North Nigeria, has been appointed governor of Hong Kong, vice Sir Matthew Nathan. During the stay of the Empress of Japan in port the distinguished couple, with Mrs. Rattenbury, were taken for a motor ride through the city and suburbs by A. W. McCurdy and C. H. Lugrin, representing the Canadian club of Victoria. J. A. Thomson, manager of the Hudson's Bay company, James McDougall, ex-factor, and Harry Simpson, for 45 years an employee of the Hudson's Bay company, called upon Hong Kong's new governor on arrival.

Both Sir Frederick and Lady Lugard were much interested in Victoria, of which the latter held pleasant memories from her last visit here. Sir Frederick is one of the best known of the English diplomats, as he has made quite a name for himself already, although he is but a little over 50 years of age. His last consular position was as high commissioner of Northern Nigeria, to which position he was appointed in 1900. He has served in the Afghan campaign, the Soudan war, the campaign of Burmah in 1886-7, and in several petty skirmishes in Africa. In August, 1897, he raised the West African frontier force, of which he acted as commandant till December, 1899.

Despite his own brilliant career, what has given Sir Frederick considerable prominence in late years is his marriage with Flora Shaw, the daughter of General Shaw, C. B., which took place five years ago. Lady Lugard is a brilliant and talented author and journalist, having been formerly head of the colonial department of the London Times. She has undertaken special commissions for the Times to South Africa and Australia, having investigated the Kanaka labor in the sugar industry in Queensland. She has also undertaken special trips for the Times to Canada and has visited the Klondike on one of her journalistic expeditions.

OPEN TRAPSHOOTING TOURNAMENT HERE

Local Gun Club Arranging for Big Gathering of Experts During Next Month

An open trapshooting tournament will likely be held in this city about the middle of August. The proposition is being considered by the local gun clubs and is being viewed in a favorable light.

Last night the Victoria Gun club held a meeting at the office of Wellied Bros. when the matter was discussed at length. The club decided to endorse the project and a committee consisting of O. Weiler and W. H. Adams was appointed to confer with a committee from the Capital Gun club regarding the arrangements for the proposed shoot.

It is planned to have a money shoot at clay birds and to make the affair the windup of the trophy shoots of the local club. The shoot will be open to any trapshooters who may care to enter and it is believed that a large attendance of outside experts could be secured.

ARE IN FAVOR OF FREE AND CANDID CRITICISM

Victoria-Esquimalt Branch of the Navy League Takes Decided Stand

(From Wednesday's Daily.)

"The Victoria-Esquimalt branch of the Navy league desires to emphasize the paramount importance of the work of the Navy league in influencing the government by the circulation of free and candid criticism to keep up the navy to the strength necessary to secure the peace of the Empire."

Such was the resolution adopted at a meeting of the committee of the Victoria-Esquimalt branch of the league, held last evening at the secretary's office, Douglas street.

The resolution is a reflection of a controversy which has caused a split in the parent body, the Navy league of the mother country. The controversy arose upon the question whether the league existed for the purpose of educating the young or of compelling the government by free and candid criticism to keep up the navy to the strength necessary to ensure the peace of the empire.

The free and candid criticism alluded to has resulted in a large number of uncomplimentary utterances regarding the policy of retrenchment adopted by the present British government. The league is non-political and therefore the government found the criticism somewhat unpalatable.

At the present time, it was pointed out at last night's meeting, the majority of the executive of the league is composed of the friends of the present British government and they adopted a rather startling policy in order to change the venue. This was nothing less than to repudiate what has been the alleged object of the Navy league since its inception in 1895 and to replace it by "the educating of the young."

This was duly incorporated in the report of the executive for the year and upon a minority in that body offering an amendment to it, the majority issued a circular to the members of the league asking them for their proxies against that amendment. They failed, however, to specify in this circular what the amendment was.

As a result the amendment was defeated and the movers and seconders of it have withdrawn from the executive body. In the hope of obtaining a reconsideration of the matter they have appealed to the members of the league at home and to the various branches throughout the empire for an expression of opinion. The result in the case of the local branch is that they have adopted the above resolution and thereby thrown in their lot with the alleged minority which, however, they believe to compose the majority of the members of the league when all is known.

Th original amendment proposed by the dissenting members of the executive, Harold Frazer Wyatt, who will be remembered as a visitor in this city, and L. Graham H. Horton-Smith, was as follows:

"That this meeting, while adopting the report and accounts, deeply deplores the diminution in our naval strength involved in the reduction of the naval estimates from £26,000,000 for the year 1904-5 to £30,400,000 for the year 1907-8 and represented by:

"1. The abandonment of naval stations in the West Indies, the Falkland Isles, Esquimalt and Trincomalee, and the withdrawal of cruisers from very large areas of the world's seas.

"2. The reduction in the number of workmen in the royal dockyards from 35,000 to 27,000.

"3. The reduction of the personnel of the navy from 131,000 men in 1904 to 128,000 men in 1907.

"4. The reduction now in process, as shown by the abolition of 41 stations and detachments of the coastguard, hitherto consisting of about 350 highly trained officers and about 4,000 highly trained men.

"5. The decline of our torpedo flotilla, relatively to that of Germany, evidenced by our small destroyer programme and by the fact that we have laid down in the last ten years only 64 destroyers to 72 laid down by that country.

"6. The fact that our programme of naval construction for the current year is smaller than that of a single European power viz., 67,000 tons to be laid down by us as against 71,000 tons to be laid down by Germany.

"7. The commencement of the application of the principle of short service to the men of the fleet, to the certain diminution of efficiency.

"That this meeting also regrets the failure to proceed at once with the construction of a new naval base on the east coast.

"And that this meeting further expresses its keen desire that the Navy league throughout the United Kingdom should do its utmost by every means of legitimate agitation to rouse British citizens to a sense of the danger involved in these economies."

Captain Clive Phillipps-Wolley, president of the local branch last night dwelt upon the above resolution at some length and read reports from British papers of the recent annual meeting of the German naval league, where utterances which could not be construed as anything but hostile to Britain were delivered by influential members, who were afterwards commended by the kaiser for so doing. He dwelt upon the importance of the Navy league keeping ever in view its original object and the other members of the committee heartily concurred with him.

The committee has circulated 500 copies of the address recently delivered by the president, among others receiving them being all the western members of parliament, etc. A further issue will be sent to all members of parliament in eastern Canada, to all members of the clergy, all newspapers and school teachers, both in city and rural schools, to all justices of the peace.

Notices of the address and the resolution adopted at the meeting in question have appeared in the principal papers of the old country, the latter appearing in fifteen of them within 48 hours of its adoption in this city.

There has been a great awakening locally in interest displayed in the league and there have been many additions to the body. The president has at present a notice of motion on the board which he will move at the next meeting of the committee, Aug. 12. This is to the effect that associate members be admitted to the society upon the payment of 50 cents. This will entitle them to receive the Navy League Journal.

Mr. Bourassa's Plans

Montreal, July 9.—La Patrie is authority for the statement that Henri Bourassa is to resign his seat in the Commons for the purpose of forming an independent political party.

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