

SHIPPING PRUNES BY CARLOAD LOTS

Growers in Vicinity of Victoria Are Sending Large Consignments to Prairies--Fruit is Going Forward To-day

(From Tuesday's Daily.)

Ten tons of prunes are being shipped from Victoria to-day, a whole carload which will be sent through unbroken to Regina. Five tons of these are being loaded by the Progress Fruit Packing Company, a new organization formed this last spring.

It is nothing new for the fruit growers here to ship out carlots of fruit to the new provinces, but these have been usually made up of mixed fruits—apples, plums, pears and anything else that happened to be ready for shipping at the time. On this occasion, however, nothing but prunes will go on in the same car. This is an event which indicates that prunes are becoming a very popular fruit, both locally and also in the prairie provinces, where the people have not until recent years tasted the prune except in its dried state.

The prune is one of the fruits which grows better than the ordinary varieties on Vancouver Island. Large numbers of trees have been planted of late years, and these are, many of them, now coming into bearing. The quality of this fruit is always good when grown here, but this year it is better than usual, and the crop is large. The result is that the growers are making all kinds of money.

The Progress Fruit Packing Company's house is the first to be erected in this district. It is a well appointed building, and its capacity is great, yet this year it has been kept pretty well filled up. It was erected by a company of ten fruit growers, resident in the immediate neighborhood, who banded together for this purpose, realizing that in unity there is strength, and that

ment. Each of these packers puts up fifty crates a day at the least, sometimes more, each crate containing about twenty pounds of prunes or cherries. Apples and pears are packed more quickly as the fruit is larger.

This season the new company has sold \$2,000 worth of Olivet cherries alone. Olivets are the favorite cherries at the present time, and are used very largely for preserving purposes. They are an acid fruit, and make a much finer flavored preserve than the old-fashioned sweet cherry. This fruit along with the prune is the main hope of the Vancouver Island growers. While all kinds of hardy fruit can be grown, and with a great deal of success, the prune and the cherry are particularly successful, and the marketing season being longer here than it is in any other part of the world, makes this fruit an extremely popular one among growers. Owing to the coolness of the summer here the marketing season for cherries extends over something like six weeks, an unprecedented long marketing season.

The market in the prairie sections of this country is still almost unlimited, and constantly increasing. The demand for cherries this year has been so great that the local men have been wholly unable to supply the demand. Most of the fruit has been sent direct by express, with the result that the Victoria-grown fruit is making a great name for itself.

The Progress Fruit Packing Company ships all its express packages direct to the consumers, but when shipping in bulk by freight they sell through the

vey for the town of Royal City is now about completed. Already the company has received many applications for the purchase of lots.

Asked as to the market, Mr. Galer stated that if the production were 1,000 tons per day they could easily find a market. Enough of the output of the mine has been distributed to create a demand. The company has done considerable prospecting, and feels sure it has an unlimited supply of the best coal. The seam is four feet three inches thick, and is absolutely clean. It lies at a depth of about 250 feet.

The manager of the mines is Geo. L. Fraser, Mr. Coleman, and the superintendent is J. Richards, from Vancouver Island, who has been on the ground for some time, and who has had a wide experience in coal mining.

CHANGE IN LIGHTHOUSE KEEPER

Carmahna, Sept. 15.—Lighthouse Keeper Paterson, of Cape Beale, was relieved by W. L. Thompson to-day.

FIVE HUNDRED WHALES HAVE BEEN CAUGHT

Tees Was Delayed by Fog—Salmon-salting Industry for Turquot.

Five hundred whales have been taken by the west coast whalers, Orion and St. Lawrence, at the Sechart and Kyuquot stations, respectively, since the commencement of the season according to advices brought by the steamship Tees, Capt. Townsend, which returned from Mosquito harbor and way ports last evening. Thick weather was encountered by both steamers during the last week which has resulted in a falling-off of the catch, but when the Tees left Kyuquot, after being forced to anchor for a night on account of fog, the St. Lawrence had brought her season's catch up to 234. The Orion, up to Sunday, had taken 216 whales. At Hesquot the Tees lost nearly a day through fog.

Robert Houston, H. Wille and D. Patterson, who have been on a shooting trip to Great Central Lake, came



GATHERING THE PRUNES IN ROCKSIDE ORCHARD.

CITY COUNCIL OPPOSE GRANT

PROPOSITION OF V. & S. WAS VOTED DOWN

Mayor and Aldermen Would Not Enter Into Agreement.

(From Tuesday's Daily.)

The city council is a unit in opposition to granting to the Victoria & Sidney railway rights on Blanchard street which the company has asked for in connection with a proposition it made for the building of a new station. It is likewise unanimous in opposing the legal action entered to force the company to carry out its agreement with the city by the present.

The company has two lots at the corner of Blanchard and Fisguard streets on which it proposed to build. It already has running rights on Blanchard street, but in order to make the site more available it asked for permission to close up the sidewalk and build a platform there. In return for this it would abandon its claim to the \$15,000 annual grant from the city and terminate its occupancy of the market building. The proposition has been a matter of negotiation during the past few days between President McNeill and Chief Engineer Stewart on the one side and the city on the other.

A lengthy communication on the subject was read at the council meeting from the city solicitors, as follows: We beg to report that counsel for the railway company having attended here with the engineer, Mr. Stewart, negotiations were entered into for a settlement of the litigation.

It will be within the recollection of the council that the suit brought by the city claims a declaration that they are entitled, by reason of the default of the company to build and operate their ferry, not only to refuse the lease of the market building, but to terminate the existing tenancy, and furthermore the city claim to be relieved of the obligation to pay the bonus of \$15,000 a year. The defence raised by the company is that the city intended their intention of not paying the bonus before they stopped the ferry, and that they were then relieved of continuing to attempt to carry out their agreement, and they claim that in any event \$15,000 is due to them for the period during which the ferry did actually operate.

Mr. W. J. Taylor, K. C., the city barrister, conducted the negotiations in the presence of His Worship the Mayor, and insisted upon the declaration asked for in the suit being given effect to. This the company would not agree to.

to, but as an alternative pointed out that, under section 4 of the act of 1901, and paragraph 8 of the agreement included in the by-law, and validated by statute, they already were entitled to be upon Blanchard street with both the line of railway and reasonable switches, and they contended that they were entitled to put a switch line of rails and make Blanchard street the stopping point of their railway, and that if some arrangement could be made which would give them a station on Blanchard street, with the right to operate on Blanchard street the starting of the passenger and freight trains, with conveniences for loading and unloading, they were prepared to withdraw their claim to the bonus and to



AT WORK PACKING PRUNES.

the market building and settle the litigation.

The railway company, as no doubt the council will remember, did acquire two houses at the corner of Fisguard and Blanchard streets, and we understand they have acquired the two lots on the block between Fisguard and Herald, facing Blanchard street, and upon those two lots they propose to erect their station building, and outside on the present sidewalk, a raised platform of sufficient height to permit of easy access to the passenger cars. In order to enable this to be done it would be necessary to close the sidewalk fronting the two lots to public traffic by by-law. The result would be a reversion to the Crown of the free-

hold in the land, which the railway company could obtain from the Crown by a grant for railway purposes under the provisions of the railway act, and the city barrister experienced no difficulty in advising that an arrangement of this kind could be recommended to the council as being within the statutory and by-law powers, and generally within the powers of the council.

On a reconsideration of the question the company, after seeing the chief Commissioner of lands and works, deemed that this proposed concession would not afford sufficient accommodation for the handling of their freight, and they advanced a claim to be allowed to take out of the centre of Blanchard street a strip of land, which they proposed to ask the council also to abandon for highway purposes, and the grant of which they think would be made to them by the province. A plan has been prepared, which will be produced at the meeting to-night, showing the company's requirements.

The matter was discussed in your presence this morning, and the city barrister is of opinion, and we concur, that if the council, in the exercise of their discretion, choose to do so, they can close to public traffic not only the piece of sidewalk between Fisguard and Herald streets, but also the piece in the centre of Blanchard street, which the company ask for, and it will be seen that, taking out this piece of land, will leave a street on either side which may be deemed to satisfy public requirements.

We beg to repeat that, if the council see fit to make the arrangement, it is within their lawful powers so to do, without recourse to the electors. It occurs to us to suggest the following for the consideration of the council:

Closing the piece in the centre of Blanchard street to public traffic would cause the land to revert to the Crown. We do not consider the action of the council in so doing would render them liable to neighboring property owners for injurious affection. If, however, we are wrong in this, the question is simply the request of the railway company is, under the existing agreement (which still remains in force), liable to compensate all property owners and a clause can be inserted in the proposed settlement agreement accordingly.

Another objection would appear to be that the closing of this central piece would create a break in the continu-

Ald. Hall moved that the letter be received and filed. In doing so he said: "I do not think that we can for a moment entertain this. The railway proposes to exchange the property they now lease for something they have no right to. Owners who have been unfortunate enough to buy and build in the district where the company want to establish their station would be entitled to full compensation, for if anything will depreciate property, residential property above all, it is to have a railway running alongside, particularly if it is a terminus. Many people have bought property there in good faith and put up handsome residences."

Ald. McKeown seconded the motion, which was unanimously carried. The city solicitor pointed out that the letter asked instructions as to the action.

It was agreed that the old instructions still held good, viz., to press the action.

CREW OF LADY MAUDE FACED STARVATION

Thirteen Men on Becalmed Racing Yacht Saved by American Schooner.

Port Townsend, Sept. 15.—With the arrival of the American schooner Oceania Vance, Capt. Scott, from Santa Rosalia, bringing one of the crew of the yacht Lady Maude, it was learned that only the timely appearance of the Vance saved the men aboard the racing boat from starvation.

When 600 miles to the southwest of San Francisco the schooner came across the Lady Maude, which was one of the San Pedro-Honolulu race contestants, on August 26th, and found that the little vessel had been becalmed so long that its crew of thirteen men had almost completely exhausted their pro-

WILL VOTE DRAINAGE B

SEPTEMBER 29TH
AS DATE R

Business Brought Before City at Last Night Meeting.

(From Tuesday's Daily.)

The city council did not meet last night, but some important business was reported in other members present were: Aldermen Cameron, Fuller, Henderson, Hall, McKeown, and Mun.

Ald. Henderson introduced to authorize the raising of \$100,000 for the construction of surface drainage, for by over the requisite the municipal electors. The will run for fifty years, but at four per cent. The amount will be \$6,000 for interest on sinking fund, equal to eight of one mill.

Tuesday, Sept. 29th was a day on which the vote of shall be taken. The polls be room No. 3 in the public building, Cormorant street, open from 9 a. m. to 5 p. m. William Scowcroft will be officer.

Ald. Henderson suggested law respecting the land in the city of Oak Bay desired near the Old Men's Home submitted at the same time. The Mayor thought that be left over until the meeting and Ald. Henderson.

On motion of Ald. Henderson decided to construct both sides of Trutch, Richardson street, to be done by day labor and be charged against the property benefited.

On motion of Ald. F. Weston, the engineer's department instructed to proceed at work on the mains requirement with the high pressure fire system.

The city solicitors wrote the fencing of lots that statutory authority giving power to fix the height fences. A provision such in the petition from pro would be a material interference with the enjoyment of the rights, although there might be some cases under the law would be advisable. The matter to be referred to the legal committee.

The council decided to tenders were opened for level tank on St. Charles street, the tank, stairway and ladders inside and outside, necessary ironwork. Tenders, for report, to the agent, water commissioner, consulting engineer. The ten Vancouver-Marian Iron tank, \$1,500; to erect same way, with balcony, etc., \$1,500; stairway, \$200; other iron, Moran Bros., Seattle; T.



THE SPENCER ST.

stairway, etc., \$845; other \$640; no bid for erecting Bros., Limited. For erecting same, \$2,425. 2 Jenkins, Tank, \$1,548; stairway, etc., \$850; to erect other iron work, \$835.

Mrs. Ellen Chapman, B wrote complaining of the term of the full title to the market building, and release from the bonus obligation. The continuation of the railway terminus within the city and its convenience to the citizens using the same should not be forgotten.

We enclose herewith a copy of the agreement showing the result of the present negotiations, and await instructions upon the considerations dealt with in this letter.

Ald. Weston asked if copies of this had been prepared for members of the council.

"I did not think the aldermen would entertain the proposition for a moment," replied the mayor, "and I did not have copies made."

There is no question of the council turning down a proposition of this kind," said Ald. McKeown. "So far as Blanchard street is concerned it is simply ridiculous to think of taking the middle of the highway for a railway terminal. If there is no better arrangement than that for the city to offer the company had better not offer any. Such a plan would prove detrimental to property."

the whole district would be benefited by putting up an uniform pack, branded with their own trade mark, and guaranteed to be exactly as represented. The result has already been well worth the trouble and expenditure, for the output of the "Progress" Packing house has this season made for itself a name. Anyone passing along Quadra street, out toward the Pumping station, is immediately struck with the appearance of the new building with the large prominent sign across the front.

The specialty of this packing house will be catering to the express trade to the prairies. The usual method of shipping the bulk of the fruit is by freight, in carload or part carload lots, but the Progress people believe in the more expeditious method. They find that their customers are willing to pay higher rates if they get the fruit in first class condition, and this can only be done by getting the fruit through without delay. Accordingly the packing company are making this a feature of the business, and during the past season a large part of their output of cherries, for which the district is noted, have been sent to the prairie provinces by express and marketed in almost as good condition as they are in Victoria or Vancouver.

In connection with the success attending this business it has been suggested that the railway company could do a great deal to help foster the fruit business on Vancouver Island by granting such facilities in marketing that the growers would be able to place their product in the hands of consumers without the vexatious delays that often occur when sending by freight. Either the express rates on fruit might be reduced to such a figure that shipping in this way could become more general, or that a fast through freight service might be inaugurated during the month or two when the fruit is being marketed. Of course the growth of the fruit industry will very soon compel recognition in some such way, but in the meantime the development of the island and of the fruit growing industry would receive a great impetus if the railway company would rise to the opportunity. Especially would this seem good policy, as they have fruit lands of their own on the market.

Throughout the season, which is just closing, the "Progress" people have had four expert packers engaged all the time under the superintendence of a foreman who inspects every crate, nails it down and labels it ready for ship-

ment. Each of these packers puts up fifty crates a day at the least, sometimes more, each crate containing about twenty pounds of prunes or cherries. Apples and pears are packed more quickly as the fruit is larger.

INCREASING OUTPUT OF ROYAL COLLIERIES

President Galer Gives Interesting Details of Improvement Work.

Lethbridge, Sept. 15.—H. N. Galer, of Spokane, president of the Royal Collieries, Ltd., has been in the city for the last few days in the interests of the company. Mr. Galer states that he is very much pleased and more than satisfied with the progress made in the development of the work in general at the mine. Work on the spur line is much further advanced than he expected to find it, and will be completed inside of the time limit given by the contractors.

The company is pushing the work of development at the mine as rapidly as possible. It is expected that by November 15th at the latest the output of the mine will be at least 300 tons per day. The machinery that will be installed will be capable of handling much more than this amount. A striking feature of the development work is the feature of a water supply for the town and the plant. The water will be pumped from the river into a 300,000 gallon tank on the flat which will be conveyed by gravity to the plant and the town. The company will have a complete and a large water system when it is completed. The large boilers and the pump will arrive this week. The sur-

down from Alberni, and there were also among the passengers a number of surveyors who have been surveying timber limits in the vicinity of Kyuquot.

The Tees had 79 passengers and a cargo of whale-oil consisting of 800 barrels, which have been transferred to the Holt liner Bellerophon at the outer wharf.

Included in the steamship's cargo, when she sails for Mosquito harbor and ports to-night, will be 50 tons of salt and a gasoline launch, which are being taken to Turquot, where a number of local Japanese are establishing a dog-fish curing plant. Twenty-two Japanese are going to Turquot and the plant will be put into operation as soon as possible.

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NEW PACKING HOUSE.

WHITE BRIDE WEDS LOCAL CHINAMAN

Miss Amanda Clapton Married to Lee Land.

(From Tuesday's Daily.)

It is not a very common occurrence for a white person to join with an Oriental in the matrimonial state. This, however, what occurred last night when Miss Amanda Clapton, of this city, was married to Lee Land, a Chinese green grocer of Fort street. The ceremony was conducted by Rev. T. W. Gladstone, of the Reformed Episcopal church, at the residence of Mr. and Mrs. Proudlove, 629 Oswego street. The bride was dressed in white and carried a bouquet of roses. The groom, in honor of the occasion, discarded the Oriental attire and appeared in spotless European style. At the conclusion of the ceremony a reception was held, at which a number of the bride's friends were present. The brother of the groom also called to wish the married couple a joyous journey in the land of sunshine.

The matter was referred to the Langley for action. On behalf of Mrs. Green, avenue, Pooley Luxton claimed \$2,000 compensation of certain street Hill for waterworks purchased by the city.

The city solicitors will report.

A report from the city ed that the purchase of property at Elk lake is ed, the objections made the title having been w No petitions against ing of Fort street, from Douglas, or the maca grading of Gladstone street to Belmont, have