

SUBMIT REPORT ON
TRANSPORTATIONIS OF INTEREST TO
VICTORIA MERCHANTSThe Chamber of Commerce Transact
Their Weekly Budget—Reports
and Other Matters.

The principal business dealt with at the regular meeting of the Chamber of Commerce on Tuesday was the report of the transportation committee read by Phil R. Smith. It was received and laid on the table for consideration. President R. Carter occupied the chair. Richard Hall, M. P., Andrew Blyth, R. L. Drury and Frank Adams made application for membership, and were duly elected.

A number of unimportant communications were received and disposed of in the usual manner.

A. B. Fraser, on behalf of a sub-committee on home industries, reported having waited on the Women's Council with satisfactory results. Since then a letter had been received from the council announcing that the proposed action towards the encouragement of the patronage of home industries by the women of the city was being actively supported. A committee of two had been appointed to lay the matter before the affiliated societies at their regular session. The report was received and the committee thanked.

Mr. Morley reported that the visits of the school children to local factories had so far been most successful.

Mr. Smith then submitted the following report from the committee on transportation:

Your committee appointed some few months back to look up the trade and transportation questions affecting this city, has to make a report. It is a report that an intelligent understanding of this very important matter might be arrived at by your committee, and is deemed advisable to approach the question from both resident and non-resident points of view. This was accomplished by circulating all centres and settlements within the province with a view to obtaining information from local references among shippers and merchants.

The committee has now in their possession a mass of information, some of which is in the form of letters, and some in the form of reports. The committee has endeavored to make a summary of the various points and resources of these communications, and has endeavored to make a summary of the various points and resources of these communications, and has endeavored to make a summary of the various points and resources of these communications.

From the local shippers and merchants many complaints and grievances have been received, showing that the present facilities are unsatisfactory in the extreme. The committee has endeavored to understand the nature of service required by Victoria as a coast point, the polished attention and promptness of service required by the coast, and the disadvantages under which Victoria laborers and the gradual shifting of commerce from the interior to the coast.

Our geographical position gives Vancouver two days' start on up the coast (which is a sufficient handicap on quick deliveries), without an additional laying over of from three to eight days in the freight sheds of that city.

Emergencies we are aware will sometimes arise for which all are willing to make due allowance, but the frequency of these complaints has made it appear to many that the trouble here mentioned has been the rule and not the exception. Great dissatisfaction is expressed at the withdrawal of terminal privileges on salmon shipments from Victoria. This move not only tends to centralize the business on the Mainland, but it also tends to limit competition in freight rates to Eastern points; it has also a sufficient handicap on the local trade, and it tends to limit competition in freight rates to Eastern points; it has also a sufficient handicap on the local trade, and it tends to limit competition in freight rates to Eastern points.

Another bone of contention, and in this we have the support of the mercantile interests of this province, is the privilege of coastwise trade in being able to ship Eastern at Western rates. Not only would this give the coast manufacturer a fair chance in disposing of Western goods, but would make British Columbia a distributing point in the East for the goods of the West. This is a contrast of rates in this particular.

With Northern trade, the advantage in being the first point of arrival from the North, and the form of the coast, which is the last port of call. This gives the merchants of these cities a commercial preponderance in the North.

We believe it to be useless to approach the C. P. R. Co. toward making this city the terminus of one of their lines, dividing as it were the honors equally between Victoria and Vancouver for the reason that the company's interest lay in building up their own city, and second by that a slight inconvenience to them in point of time being in the way. We do think, however, that arrangements might be made with the C. P. R. Co. for the coastwise trade (they having to pass here coming and going) which would give the city no complaint in this respect. We suggest this matter be well looked into by this chamber with this end in view.

The completion of the ferry system of the Great Northern railway will, we believe, from the point of view of the Lower Mainland, bring this city into close touch with the agricultural possibilities of this section, and your committee suggest to the members of this chamber to acquaint themselves with the communications received at present, and to make use of many openings have presented themselves in this connection for remunerative exchange.

Another pressing necessity and one which the coast cities have apparently not given of one of their lines, dividing as it were the honors equally between Victoria and Vancouver for the reason that the company's interest lay in building up their own city, and second by that a slight inconvenience to them in point of time being in the way.

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As a coast point, goods should be delivered in this city at tariff rates, a course now pursued by the Great Northern Railway Co. Well grounded complaints arise in the settlement of shortages, losses or overcharges from our merchants against the railroad companies the system prevailing among them of keeping these claims open for periods extending from six to fifteen months cannot be too strongly condemned. There is no reason why all claims of this nature could not be adjusted and settled for within thirty days. If this matter was left in the hands of committee mentioned elsewhere there is little doubt but what this grievance could be entirely removed.

The enormous demand for lumber now taking place in the Northwest is making itself felt among the local shippers. To place this business on a proper basis, however, connection by rail with the water-front properties, including lumber and other industries will have to be accomplished. In this connection the question of harbor improvement looms up as the only effective method of encouraging trade and giving to this city the most satisfactory results from an economic and commercial standpoint.

In investigating the complaints received by your committee to the delays in arrival of goods shipped over the transcontinental lines, it was found that in a number of cases have exceeded more than double the time ordinarily consumed, a serious question is raised as to the amount of rolling stock available.

The unprecedented growth of the Oriental steamship trade has made your committee believe that the only relief that can be afforded in this direction is in the building of a new transcontinental line. Considerable inconvenience is attached to the present order of things, which will certainly not diminish with increased shipments.

Before closing this report your committee would call attention to the vast grants of valuable land alienated by our legislatures for the purpose of opening up this province, and the enormous losses and expenditures incurred in the guaranteeing of bonds. It was the intention to have presented with this report a bill for the purpose of having been done in this respect, showing also the results attained and the pressing necessities of the situation.

We believe this information is of such a startling character as to create uneasiness in the minds of the public, and to the matter, and will show the urgent necessity of future development along the line of overland transportation by the government. Your committee will at the earliest date tabulate this matter for use of the chamber and its various boards of trade throughout the province.

Silently and surely has been made apparent to your committee in their work on transportation that Victoria is losing ground to the cities of the coast. In some few years ago as the largest city north of Portland, she now ranks fourth place, and is being taken from her by the two Sound and one Mainland city. Enjoying up to the last few months an isolated position, and with strong and persistent efforts on the part of the national highway to build up a rival sister, she has been losing her position as the largest city north of Portland, she now ranks fourth place, and is being taken from her by the two Sound and one Mainland city.

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THE RESERVE FOR
A PULP COMPANYENORMOUS ACREAGE
COVERED BY NOTICEProbability That It Will Be Cancelled—
It Includes About Seven Hundred
Square Miles.

A storm of indignation has swept over the lower Mainland of British Columbia through the notice given in the last issue of the Gazette that a reserve had been placed on a block of land variously estimated in extent at from 500 to 700 square miles, to enable the Island Power Company to select lands therefrom for pulp purposes.

Inquiry about the offices over James Bay discloses the fact that little general knowledge existed in regard to the matter. Under the statute, the exclusive power of creating these reserves rests with the Chief Commissioner of Lands and Works, although the department consults with his colleagues of the executive.

In the present instance, there seems to have been a misapprehension as to the extent of the lands covered by the reserve. The department of lands and works is under the impression that a tract not exceeding a hundred square miles was embraced in the district which has just been gazetted. This impression was based, it is believed, on representations made by the department of which Mr. Farrell, of Vancouver, is the principal. When protests began to come in from the loggers, however, it is stated that the clerical staff of the department found that the tract taken from them by the aggregate it represented over 700 square miles. This was so far in excess of any area that would have been permitted by the minister, that there is good ground for believing that the next Gazette will contain the cancellation of the offending reserve.

The members, particularly from Vancouver, have been very active in the matter. Messrs. Gordon and Taylor have been besieging the ministers with protests. Some of the ministers held the view that as pulp woods do not include any of the timbers used in lumber operations, and as pre-emptors were protected under the reserve, that no serious objection could be taken. It is also understood they are in favor of providing for the renewal of existing special timber licenses within the area of the reserve.

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NANAIMO GAS COMPANY.

Annual Meeting Was Held on Saturday
—Officers Elected and Reports
Received.

The annual meeting of the Nanaimo Gas Company was held at the company's office, Nanaimo, on Saturday last, at which the annual report of the secretary-treasurer as well as that of the auditors was received.

The report received showed a more prosperous year than that of 1902. The management intend to still further extend their mains, and to induce consumers to use gas for fuel purposes. The directors elected for the year were: Dr. G. L. Milne, Thomas Sholtz, Morgan Harris, J. Bryant and W. K. Leighton.

The officers elected at a meeting of the directors subsequently held are: President, Dr. Milne; vice-president, T. Sholtz; secretary and treasurer, W. K. Leighton.

EXONERATES GOVERNMENT.

Commissioner Walkem's findings on Curtis's Charges.

The House met this afternoon at 2 o'clock.

The Speaker reported that the Royal commission, Mr. Justice Walkem, had reported to the House on the charges preferred by Smith Curtis against the members of the Dunsmuir government in connection with railway matters. The report was read to the House.

The finding of the commission was that the subsidy proposed was not excessive, and that, therefore, the government was exonerated in that respect.

The government was also exonerated in respect of the negotiations with Mr. Greenshields.

EXPERT EVIDENCE
NEEDED BY POLICEWhen Definition of Swill Is Required—
How Lee Sing Escaped a
Conviction.

What is swill? The word is not a euphemism one, but it exactly fits the substance it designates. There may be one general conception of what it is composed of, but it is not the easiest thing in the world to prove in a police court. The authorities found this out Tuesday when they tried to secure a conviction against Lee Sing, who was charged with an infraction of the health by-law.

Sing was seen conveying a melange of stuff in wheelbarrow and carrying out, on Cornmarket street on Saturday evening. Information was laid charging him with an infraction of the health by-law in conveying swill through the streets within prohibited hours. This morning when the case came on in the police court Sing's counsel, Lindley Crease, contended that it was not proved that the contents of Sing's load was swill, being a variety of fish internals, and some decayed vegetable leaves as a side dish. The magistrate held with Mr. Crease that the authorities had not proved their case, so the charge was dismissed. It is quite evident from the foregoing that the next time the police go into a prosecution of this sort they should secure expert testimony.

Monday afternoon Constables Harper and Blacklock discovered a miserable-looking Chinaman lying down just outside Hay's blacksmith shop. He appeared to be in extremis, and the two constables, somewhat alarmed, hurried back, secured a blanket and carried him to the hospital. When brought to the station he was apparently so far gone that the jailer telephoned for the health officer, and Dr. Robertson soon arrived. The Chinaman was found to be in no immediate danger of dissolution, in fact with him it was an illustration of the deception of appearances. It was discovered that he had just escaped from the Chinese hospital, where he had been confined for upwards of a year, his friends footing the bill. When brought to the station he was unable to walk, but it was observed that in response to the jailer's stern order he gathered himself together in short order and trotted off with little difficulty.

Magistrate Hall in the provincial police court Monday afternoon ventilated a charge of stealing two fence boards preferred against Mrs. Newcombe by Mrs. Morley. The charge was made in the habit of leaving her cattle to her own field for pasture. Recently, however, Mrs. Morley erected a fence across one end of it, and this raised a case of fence boards.

Mrs. Newcombe contended that Mrs. Morley had no right to build that fence, and at once knocked it down. Mrs. Morley hurried to the provincial police and told her story. She said she saw Mrs. Newcombe take away two boards. She was advised to lay an information to this effect, and did so. In the court yesterday, however, she rather staggered Sergeant Murray by admitting that she had not seen the boards removed, but had heard that they were. This was not sufficient to convict, so the case was dismissed.

That innocent piece of land is a perennial source of neighborly disputes. Sergeant Murray has frequently attempted to arbitrate the question, but has exhausted his stock of diplomacy to no avail. Neither lady owns the land in question, so neither has the right to fence it in.

A West-bound passenger train on the Denver & Rio Grande railroad ran into a rock slide near Palisades, Colo., killing Engineer Geo. Stewart of this place, and Fireman W. A. Woods.

MR. DUNSMUIR AND
HIS EMPLOYEESWILL LAY PROPOSALS
BEFORE THE MINERSMeeting of Committee Representing the
Men and President of Coal
Company.

Ladysmith, May 17.—A conference between the owner of the Wellington collieries and a committee of his employees on strike has at last taken place, and there are now strong hopes and probabilities that a settlement will be arrived at before the royal labor commission, which reopened its sittings to-day, conclude its labors at this place. As the result of many interviews and conferences between the commissioners and the counsel for the miners and Mr. Dunsmuir, and some tactful management on the part of the commissioners and counsel at the close of to-day's sittings, an arrangement was effected whereby Mr. Dunsmuir and a committee of his men were brought into conference together to-night. The interview lasted for some time, and was concluded by the mine owner agreeing to lay before his men alternative propositions on his return to Ladysmith. Wednesday night, when his examination before the commission is to be continued. Unless in the interval the men should receive assurances from the Western Federation of Miners that \$14,000 a month will be forthcoming in their support, it is possible that Thursday morning will see the end of the strike.

The discussion which took place at the conclusion of to-day's sittings of the commission, and which was a preliminary to the meeting between the parties, was more suggestive of the attitude of Mr. Dunsmuir towards unions and the public generally in regard to the management of his own business than anything said by him during the course of his examination before the commission. As, perhaps, the most important part of to-day's proceedings it is deserving of reproduction in detail.

Mr. Bodwell: "I understand, Mr. Dunsmuir, that a committee of the men wish to have an interview with you while you are here?"

Chief Justice Hunter: "Simply as representing themselves, I understand?"

Mr. Bodwell: "I have a statement here in writing: 'We, the undersigned miners residing at Ladysmith, are willing to have an interview with Mr. Dunsmuir in connection with the present difficulties between him and the miners. It is distinctly understood that we are not representing any union in this interview, but are only representing the miners generally; but that further, it is not to be understood that we are foregoing any rights that we have or ought to have in connection with organized labor.'"

Mr. Dunsmuir: "Well, I won't meet them. I have told the committee that I won't meet them until they withdraw from the Federation; then, and not till then, that is my stand. I will treat them as my own men, and nothing to do with the Federation. I will meet a committee."

Mr. Bodwell: "It seems a pity that there cannot be a meeting practically without prejudice, an arrangement in some way."

Commissioner Rowe: "I understand that is all the men ask—without prejudice."

Mr. Bodwell: "Perhaps we might effect a basis."

Mr. Bodwell then read over the above paragraph as for as the words "miners" here, adding: "I suppose if it stopped with these words it would be all right?"

Chief Justice Hunter: "Read that again." Mr. Bodwell re-reads the passage.

Mr. Dunsmuir: "That's all right, that far."

Mr. Bodwell: "The men have added, and I do not know why, but that further it is not to be understood that we in doing so are foregoing any rights that we have or ought to have in connection with organized labor."

Mr. Dunsmuir: "No, take that out."

Chief Justice Hunter: "I do not see any force in the addition of that paragraph. It adds nothing nor subtracts nothing. I don't see that that provision helps or hurts them."

Mr. Senkler (representing the miners): "The reason for putting that in is that the men don't wish it to be said now, or ever said, that they have not the right to maintain their right to organize. It might be said they would be giving in to Mr. Dunsmuir."

Chief Justice Hunter: "The probabilities are that Mr. Dunsmuir will probably take up that point anyway after receiving them, if he receives them."

Mr. Dunsmuir: "Why should I give in more than they should? I won't give in one inch. I will meet them as my men and not in connection with any federation or organization." (Turning to the miners in the room) "Pick out any men and I will meet them." (To the commissioners) "We are not fixing that up now. I am here to give my evidence as to the cause of the strike."

Mr. Bodwell: "I do not know how anyone could understand that they were waiving anything by appointing a committee to meet Mr. Dunsmuir. If they come to an agreement, all right. If not, then—"

Chief Justice Hunter: "I cannot see how the men are going to prejudice themselves by meeting Mr. Dunsmuir in this way."

Mr. Senkler: "I suppose not, as long as they understand it that way. But where it is put as Mr. Dunsmuir puts it—"

Chief Justice Hunter: "It is meeting them as a committee from these men. When they meet they will probably have to discuss all about that."

Mr. Senkler: "Why not throw out any written agreement in connection with this matter? I am in a position to state that a committee of the men will be glad to meet Mr. Dunsmuir, and in seeing him they would not represent any organization of any kind, simply the miners here."

Mr. Dunsmuir: "Put it in writing, leave

the balance of that out, then I'll meet them."

Chief Justice Hunter: "That question will probably be discussed at the interview."

Rev. Mr. Rowe: "It seems to me a superfluous statement. No man foregoes his rights by having an interview where a question involving—"

Mr. Bodwell: "Mr. Baker has been here and insisted that Mr. Dunsmuir should recognize the committee. The reporters are here, it might get out to the world that the committee understood—"

Mr. Dunsmuir: "I am not here to settle this in court here. I can settle it outside. What I mean to say is I am going to have the right to carry on my own business without the interference of anybody. If I take men like to meet me as a committee of my own men I will see them, but not, as I have always said, from the union. That is what I have always said, and that is my stand."

Mr. Bodwell: "After this statement I do not see why that meeting should not take place."

Chief Justice Hunter: "How will this do? (reads): 'It is agreed that Mr. Dunsmuir will meet a committee of the miners, representing the miners, and not as the executive of any union.'"

Mr. Dunsmuir: "What I told the men was that I would not recognize them until they withdrew from the federation. They cannot force me to recognize that federation."

Chief Justice Hunter: "The first point is to get the meeting."

Mr. Dunsmuir: "Your Honor, I came up here to give my evidence as to the cause of the strike, and not in any way to try and settle this dispute."

Chief Justice Hunter: "I think you must admit that the public is affected and agree that in the interest of the public something ought to be done to settle."

Mr. Dunsmuir: "Well, I can't help that. I don't give way."

Chief Justice Hunter: "If anyone is giving way it is the men. They agree to see you in their individual capacity. The point is to have the meeting."

Mr. Dunsmuir: "I will meet a committee of my own workmen, in no way connected with the union."

Chief Justice Hunter: "I understand that don't wish to see you as representatives of the union."

Mr. Dunsmuir: "And let the committee be picked out of this room. I don't want the executive, they can have one or two of them."

Mr. Senkler: "We have the names of Barnes, Jeffries and Doherty."

Mr. Dunsmuir: "They belong to the executive, and that would be recognizing the union."

Mr. Senkler: "I am instructed that Mr. Barnes and Mr. Jeffries do not belong to the executive."

Mr. Dunsmuir: "Well, if you don't belong to the executive I don't mind meeting you. I won't have anything to do with the executive."

Chief Justice Hunter: "You had better agree among yourselves and see if you cannot get a committee among yourselves not on the executive."