

BRITISH EXPERT TALKS ON HARBOR IMPROVEMENTS

done with breakwaters to change a poor harborage into one which is known the world over for its completeness and safety.

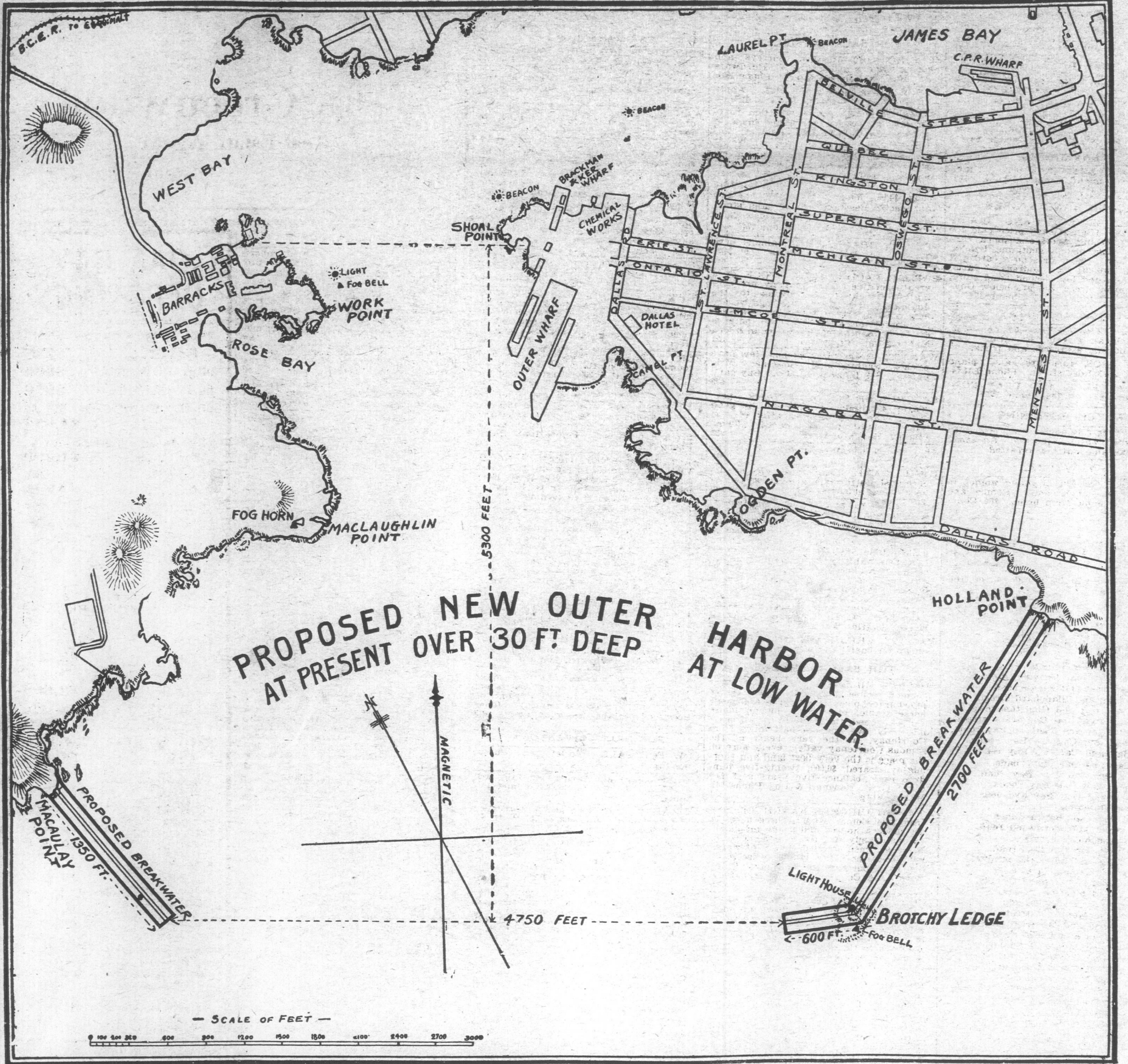
TRACKSELL & DOUGLAS. R. W. Douglas, recently a prominent Winnipegger, but now in business here as a partner in the firm of Tracksell, Douglas & Co., formerly Tracksell & Anderson, remarked that in his opinion the suggested harbor improvement would be a splendid thing in that if the plans were proceeded with quickly they would give Victoria precedence as a leading port on the Pacific coast; and that when the expected development takes place on the opening of the Panama canal the city would take from rank as the first and last port of call for shipping on the coast.

city of the harbor, but that a general activity would be experienced in view of the expansion of trade, which would insure to the advantage of all commercial and industrial interests in the city. GOOD FOR WORKINGMEN. One of the largest merchants on Government street, who does not desire his name to appear as he objects to show any political predilections, though assured the opinions were not being collected for political purposes, said the commencement of work on the breakwaters would provide employment for the large number of men now engaged in casual labor in the city (and who were spending their earnings here among the merchants), particularly from street works and the Dallas road improvement. They would require some

in shipping circles all over the world. It is not only that the breakwater will do for Victoria that must be considered. We must also consider what it will do for the countries that are trading with Victoria and are anxious to extend and increase their trade, but are at present incapacitated from doing so owing to the limitations of the harbor facilities. If the breakwater is going to mean much to Victoria it is also going to mean a great deal to traders located at the other end of the trade line, regardless of where it may be. Therefore I say unhesitatingly that it is a good thing all round. "Particularly in regard to the lumber industry will the breakwater bear significant potency. At the present time nearly everyone must be aware of the difficulties under which this thriving industry is carried on, and not the least important of these drawbacks

of such a scheme would be real and permanent. Everybody who has expressed their scepticism on the subject has done so, not because they did not believe in its efficacy, but simply because they are afraid that their political coats may be dragged in the mud as a result of their free expression of opinion. I have been in favor of some such scheme for a long time, and now that it has come along I am not going to reserve my opinion for fear of being accused of political prejudice. On the very face of it the scheme must commend itself to every thinking person who has the interest of the city at heart. As one of these I heartily subscribe myself as greatly in favor of the project, and ready and willing to do everything to further it toward completion."

A PILOT'S OPINION. Capt. Grant, of the Pilotage Commis-



Breakwater and Outer Harbor Improvements

to accommodate ocean-going ships. Mr. Hibben further remarked that this improvement would greatly enhance the price of property in the James Bay and Victoria West districts. In the latter, especially, would the good effect of the improvement be felt. The breakwater from Holland Point to Brochly Ledge, by cutting off the easterly winds, would change the rock-bound, exposed coast in the vicinity of West Bay and the Barracks into protected water frontage, very adaptable for the location of wharves.

It was quite apparent that the congestion now existing had a retarding effect on the city's progress. No doubt if Victoria did not take advantage of the opportunity other cities would not be slow to do so. Quite apart from a political standpoint Mr. Douglas expressed it as his opinion that the hope was felt throughout the east that the suggested harbor improvements here would soon be consummated; and the feeling was given expression to that Victoria would not only maintain her prestige as a most beautiful residential city, but would eventually become a great shipping centre, a position to which she is entitled owing to her situation.

large scheme to keep them in steady employment. He was sure every business man in Victoria must support Mr. Templeman's proposal for the harbor, apart from party affiliations, for it meant so much for the future of the city and district. DELBERT HANKIN. Delbert Hankin, manager of the Canadian-Puget Sound Lumber Company, who is in a position to speak authoritatively on the subject of the breakwater and its effects on trade, regards the outlined scheme as one of the best things that ever happened in Victoria, and certainly the most pregnant proposition that has been offered for some time past. Advertising of this kind he regards of primary importance. "The breakwater," he says, "will open the harbor to the ships of the world and give the port a prominence

is the inability of the companies to deliver large enough consignments. With the harbor so improved as to render the biggest ship afloat an easy passenger in Victoria harbor, this particular difficulty will entirely disappear, as well as many of the minor troubles incidental to it." ALDERMAN PEDDEN. Ald. Alex. Pedden, whose interests are not solely wrapped up in the municipal life of the city, found time this forenoon to express his unqualified appreciation of the scheme for a breakwater as outlined in the Times of a few days ago. "Why," he said smilingly, "there cannot be two opinions on the subject. Anything that is going to benefit Victoria harbor is going to benefit the city. Nobody has ever denied that. And nobody has ever denied that the benefits

tion, is enthusiastic over the prospect of a breakwater for Victoria harbor. He sees in it the fulfillment of the destiny of the city as one of the greatest shipping ports on the Pacific Coast, a port of call for the merchant ships of the universe, and the home port of future lines of great Oriental traders. Anything done to improve the facilities of the harbor must meet with the appreciation of the people, he says, but such a scheme as the proposed breakwater involves he regards as sufficient cause for enthusing over the future prospects of the city. The breakwater will render Victoria harbor a port of first class calibre and importance, and with the coming development of the Pacific through the agency of the Panama canal he can see the realization of the hopes of years.

FOUR BRITISH MEMBERS ARE VISITING VICTORIA

Politics Sunk in Examination of Canadian Conditions—Mr. Parkes on Tariff

(From Monday's Daily.) Four British members of parliament at the Empress hotel at the present time must assuredly be unusual. Rt. Hon. J. W. Wilson, member for North Worcestershire, arrived last week, and will leave to-morrow, and on Saturday night the three who have been travelling together reached the city from Vancouver. Sir William Howell Davies, member

for South Bristol, accompanied by Lady Davies; E. Parkes, member for Central Birmingham, with Mrs. Parkes; and Norval Helme, member for the Lancaster division, accompanied by Mrs. and Miss Helme, are here after completing an extensive tour of the Dominion.

So far as their opportunity goes they have endeavored to form some impression of the resources and opportunities afforded by the leading overseas Dominion, and will now make their way back to England for the opening of the autumn session next month.

LIBERAL SPEAKER'S NOTES STOLEN

FOUND IN CONSERVATIVE CANDIDATE'S ROOM

H. S. Clements Must Explain Incident of Comox—Atlin Campaign

Prince Rupert, B. C., Sept. 18.—The most sensational incident of the Comox-Atlin campaign occurred after a joint meeting at Koomakum on Saturday night. J. S. Cowper, editor

of the Prince Rupert News, met H. S. Clements, who was badly worsted in the arguments. Mr. Cowper laughingly suggested he had only used a portion of his notes and had much good material left for another occasion. Cowper and Clements were in adjoining rooms at the hotel that night. While Cowper was at breakfast the next morning some one entered his room and extracted all his notes and campaign material. Both left for Prince Rupert by the morning train. A search was made for the missing documents and they were discovered in the room occupied by Clements a few minutes before.

The incident has caused a profound sensation in the country where prospectors have been in the habit of leaving their cabin doors unlocked, relying upon honesty of the people and generally observed the rules of the district. The general consensus of opinion is that it is up to Clements to explain how his opponent's documents found their way to his room while Cowper was at breakfast.

BRITISH STATESMEN AND RECIPROCITY

NOT OPPOSED TO TRADE AGREEMENT

Reports Circulated by Tory Agencies Declared to Be Grossly Untrue

(From Monday's Daily.) Quebec, Sept. 18.—The following cablegram was sent to London Wednesday:

"To the Daily News, London: 'Tariff reform and Tory press agencies are actively circulating prejudicial statements that British statesmen deprecate the reciprocity agreement with the United States as disloyal to the Empire. Liberal leaders here desire you to compile statements summarizing the views of British statesmen, particularly Cabinet Ministers, contradicting the disloyalty cry. Please cable summary for immediate publication at our expense. (Signed) 'La Vigie, Newspaper, Que.'"

The following answer has been received: "London, Sept. 15, 1911. 'To Editor, La Vigie Newspaper, Quebec, Canada:

"Statements grossly untrue. All responsible tariff reform leaders and newspapers are most careful not to doubt Canadian government's loyalty and rectitude and to avoid even appearance of meddling. No public man has referred to the controversy for a month. Canadian elections almost unnoticed here. Quotations from Liberal statesmen:

"Lloyd George on the 17th of February gave absolute and cordial approval to the agreement, saying, 'I rejoice that it has been negotiated and heartily trust it will be carried to successful conclusion.'"

Mr. Haldane, 18 of May: "The policy of the British Government was to give every facility to Laurier and the Canadian people to enter into the proposed agreement and thereby, as the government believe, to take vast steps for the development of Canada."

Lord Morley, 6th of March: "If there was to be annexation it would not be the result of this agreement."

Quotations from the Tariff Reform Leaders: Lord Amthill, 6th of March: "Nothing was further from his mind than to make any complaint on the action of the Canadian government doing anything for the benefit of Canada."

Mr. Balfour 6th of February: "Great Britain is simply first among equals as so far as the self governing parts of the Empire are concerned, and as equal it is not our business to comment upon or criticize the actions, motives or ends aimed at by our brothers."

Lord Shelbourn, 18th of May: "He had no concern with the domestic politics of Canada. He made no complaint against Canada, as she must work out her own salvation."

"Tariff Reform press leader in Times 20th January: "We should be the last to believe that Canada's acceptance of American terms implies any weakening of allegiance to British Imperial idea. It implies in our opinion, nothing of the kind."

"Also the Times Toronto correspondent of the same day: "It cannot be too strongly stated that the action of Canada involved no conscious weakening of allegiance to Great Britain."

Daily Telegraph, February 3rd: "Has Canada abandoned the Mother country? The reply is a thousand times no."

FALL PROVES FATAL. New Westminster, Sept. 18.—Peter Smith, aged 49, was killed at Coquitlam Dam on Saturday. He slipped and fell and the handle of a peavy pierced his throat and went into his lung. He had a hemorrhage and died a minute later.

BRITISH AVIATOR KILLED. London, Sept. 18.—Lieut. A. B. Cammell of the British aviation school at Farnborough, was killed yesterday while making a flight at Hendon. A new machine he was trying turned turtle and fell ninety feet.

NOTICE TO HUNTERS

When in the woods, a good hot drink, without the fuss of a fire, is indeed a luxury. Every hunter should include in his kit a

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JOHN DAY PLACED ON TRIAL TO-DAY

VICTORIA MACHINERY DEPOT IS MENTIONED

Witness From England Tells of Stores Stolen by Him and Sold to Accused

(From Monday's Daily.) Giving evidence of illicit transactions between himself and John Day, the Esquimalt hotelkeeper, and telling of the sale of twelve boxes of navy candles at \$2.00 per box to the accused, Benjamin Reid, chief carpenter's mate on H. M. S. Egeria, who has been brought out from England by the Admiralty to give evidence, the first witness called when the trial of Day opened this morning in the county court division of the criminal court, Judge Lampman presiding.

The witness made a statement in the witness box incriminating the man of the Victoria Machinery Depot as being concerned in the reception of stolen navy goods. In telling of a sale of goods to Day witness said that since the sale of candles he had sold Admiralty stores to the Machinery Depot. The statement was made in reply to questions put on cross-examination by the defense.

Reid detailed conversations had with Day months before the date set in the charge and Stuart Henderson, for the accused, made frequent objections to the evidence. Mr. Alkman, prosecuting, held that conversations three years ago could be given. Judge Lampman overruled the objections and Mr. Henderson had them noted.

An application for an adjournment until to-morrow was made by Mr. Henderson when the court opened on the ground that accused not having plead had a right of re-election and might choose to go before a jury. The reason given for the adjournment was that the counsel for the accused wanted to consult on the admissibility of the evidence submitted by the prosecution. Judge Lampman refused the adjournment.

The witness Reid was for three years, chief carpenter's mate on H. M. S. Egeria, and was discharged in 1908. John Day and he had known one another for 18 years. When he was at Esquimalt Day asked him if he had anything to dispose of and witness had replied that he had not. Day then said: "Well you may have something later." Reid had told Day on the first occasion that he never did anything like that, but between January and March, 1910, he did business with Day and took twelve boxes, three at a time, placed them on the Esquimalt navy dock, from where Day took them and paid witness \$2.00 per box for them.

When the sale was arranged he asked Day the best way to get rid of them and Day said he would bring his boat and take them away. Day took them away, and a week later witness obtained the money from Day at the hotel. The goods had been surplus stores, not being entered in his charge-book.

To Mr. Henderson Reid said he was 45 years of age, had been 2 1/2 years in the British navy and had six months more service before his time expired. He had created a surplus in the stores unbeknown to himself owing to his storekeeping by himself or his predecessor in office.

Witness said he had stolen the candles he sold to Day but that it had been his first wrong-doing. Mr. Henderson asked how, after a blameless life of 45 years, witness had fallen into the blandishments of day. The witness said he had stolen since then and had sold navy stores to the Victoria Machinery Depot. The witness said Day had asked him frequently for three years for stores and he had at last got him some.

Witness said in reply to Mr. Henderson, adding: "It don't last long in this place."

Mr. Henderson impressed on the witness the fact of his falling after 45 blameless years, and asked, as witness had no pressing need of money, if the transaction on his part was not a plain, cold-blooded steal.

Witness replied it was and that he had thought it would never be found out.

While on leave in England, however, officers of the Admiralty had gone to him in August this year and told him four men were charged with theft. A time he thought it over, the witness owned up to his share in the transaction. No promises had been made to him. He testified five minutes before he confessed: He had been uneasy since the arrangement with Day started, and was glad to confess to his share of it.

Witness knew he would be punished by the Admiralty later, because it was a matter of Admiralty discipline. Mr. Henderson was unable to get from witness any other admissions, except that those for Day and the Victoria Machinery Depot mentioned by him. However, learned that Reid had gone to the Victoria Machinery Depot offering stores for sale.

The witness eliminated one of the candle boxes produced in court but maintained two were similar to those containing the candles he sold to Day. He used to go and tell what they would be on the wharf and they would be gone in the morning.

Witness was still on the stand when the court adjourned until 2 o'clock.

RAILWAY OFFICIAL RESIGNS

Montreal, Sept. 17.—John W. Loub, freight traffic manager of the Grand Trunk, the Grand Trunk Pacific and the Central Vermont Railways, has tendered his resignation, to take effect at the end of the month. Mr. Loub has passed the age limit and intends to take it easy the remainder of his life.

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