During the above discussion

H. Munn spoke of the transportation

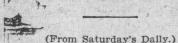
misunderstood the matter.

D. R. KER.



QUESTION DISCUSSED AT MEETING YESTERDAY

Resolution Forwarded to Government and C.P.R. Officials-Water Question Debated-Important Reports.



The quarterly meeting of the board of trade, which was held yesterday, was marked by the discussion of a number of matters of vital public importance. The introduction of the subject of the best means to provide a satisfactory mail service between Victoria and the Sound led up to a general debate upon the passenger service provided on that route. The result was the adoption of two distinct resolutions, formed that suitable routes were being ment grant a subsidy for carrying mail that his company had not secured the to some Canadian steamboat company and the other instructing the secretary road. to wire C. P. R. officials to the effect that if they continued their service Thomas expressed his great satisfacthroughout the winter months, making tion with the success which has attend-Tacoma a port of call, the board would ed the operation of the S. S. Princess support their being awarded the con-Victoria, and your committee were tract. A discussion upon the water much gratified to learn that his comquestion and a number of important pany will probably, in the very near reports completed the programme of future, have another such steamer in the proceedings.

these waters. The question was asked A. Pauline, vice-president of the as to whether the new steamer would board of trade, took the chair in the be quite equal to the Princess Victoria, absence of J. A. Mara, the president. and Sir Thomas remarked that the Among those present were the follow-Princess Victoria was designed some ing: Robt. Swinerton, J. Wilson, C. F. few years ago, and that his company Todd, A. Fraser, sr., Simon Leiser, R. would most certainly have to keep pace B. McMicking, J. A. Sayward, T. W. with the times; which remarks your Paterson, M. P. P., T. Lubbe, E. Earle, committee accepted as an indication Dr. Lewis Hall, J. J. Shallcross, and H. that the contemplated new steamer will be superior to anything now in A communication from Dr. C. J. Fa-

these waters. gan, secretary of the Anti-tuberculosis ociety, was read. It announced that it had been proposed to request public of mails between Victoria and Sound. bodies to appoint committees to collect They were now carried by the Alaska subscriptions for a fund for the con-Steamship Co., for which they received, struction of a sanitorium. The hope was expressed that the board would as remuneration, \$2,900 per annum. That arrangement expired upon the accept the suggestion. 31st of the month. If nothing was done

T. W. Paterson thought this was outside the province of the board of trade. at the expiration of that period Victoria mails would have to be forward-It would not do to establish a precedent of the kind. No doubt it was a ed via Vancouver. He wished to suglaudable undertaking. If correctly in- gest that the Dominion government be formed, many members had already requested to offer a subsidy to induce some Canadian concern to place a sercontributed. Therefore it was his opinvice upon the Sound run. He underion that Dr. Fagan, if he desired the association to take it up, should have stood that this would not interfere with the Alaska Steamship Company as they broached the matter at an earlier date. It was received and filed.

for four or five years. In view of the The chairman reported upon the circumstances he moved as follows: work of the past three months as follows: carrying mails between Vancouver

An invitation received from the Do minion Fair authorities, Halifax, to arrange for an exhibit from this province. and the board's committee waited upon the provincial government in this con-nection. On finding that the government was not prepared to give any assistance, the committee reported ad- sity of prompt action the secretary of versely, and the matter was then

The committee on manufactures sub- the city at Ottawa." mitted a report embodying suggestions The chairman asked whether the connembers of the Canadian Manufactur- Mr. Munn replied that he may have ers' Association.

J. H. Turner and Robert Ward, report-been officially refused already. They hands of the Hon. Minister of Rail-would be done if such encouragement templated measure will meet with ing the value of their freight lost on Letters were received from the Hon. The secretary stated that mails had

evised for attaining that end. also present, and took part in the dis-With regard to the block in freights cussion upon the following matters: which occurred during the past summer at Ladysmith, a new barge and a extension to a chimney on lot 570B ob-tugboat have been arranged for, and scures the light from certain points, when operating would meet the situa- and it was arranged that the position of the light be changed. It was learn-

ed that the provincial government is The inconvenience and delays in prepared to transfer the lot in question handling freight at the E. & N. depot are fully recognized, but owing to the to the Dominion government for the the meantime make arrangements for sum of \$2,000. A report to the departcompany's inability to acquire proper ment of public works by its local reperminals on the Indian reserve, it has resentative being in favor of such a been impracticable to afford relief. In transfer, it is hoped that such will now sence of the presence in this city of Mr. Frank Pedley, superintendbe made. Improvements to the inner harbon ent of Indian affairs, your committee were discussed, based upon the board's have some hope that the question of the removal of the Indians is apcommittee on harbors and navigation report of 16th February, 1903, together proaching a solution, and in that event with the plan which accompanied it. your committee cannot too strongly mpress the claims of the C. P. R. for Mr. Keefer reported that in about six months the channel then asked for proper terminal facilities, as, in our from the outer wharf to the railway opinion, the plans which the company desire to carry out will fully meet the at low water. Mr. Keefer further adrequirements of shippers. ised that present dredging operations Your committee called the attention

of Sir Thomas to the great convenience it would be to merchants if the storage that it is intended to continue deepenwarehouses are provided at the new ing the channel to give a uniform lepth of 20 feet of water. railway trminals, and it is satisfactory The question of improvements re to report that such are contemplated. quired at the outer wharf was discuss-Your committee also urged the im-

ed, and it was learned that as soon as portance of railway extension to Alerni canal via Cowichan lake, and the dredges can be spared the work of tended to Comox and continued to the wharves will be taken in hand. north end of the Island. We were in-The safeguarding of life and property on the West Coast was gone into yery one recommending that the govern- examined, and Sir Thomas assured us thoroughly, and Mr. Templeman was E. & N. railway with the intention of felt in consequence of so little work confining operations to the existing having been done during the past sum-In reply, the hon, gentleman pointed Sir

out that a new light of the first order, and a fog alarm, is being installed at operation about 31st December next. At Cape Beale the lighthouse is being rebuilt on an improved plan. It was again urged that a more powerful fog alarm also should be erected there. At Race Rocks a new apparatus is eing installed. The question of the need of a trail or the West Coast was then gone into. It appears that some doubt as to its pracicability has been reported to the Dominion government, but it was pointed out to the Hon. Mr. Templenan that it is merely a matter of cost, which should not be considered when the lives of shipwrecked people are at Cases were stated of men havstake. ing died after reaching the shore from starvation and exhaustion owing to the

fact that there is no means of communication with points from which help could be obtained. Mr. Templeman expressed the hope that Capt. Troup would make it convenient to attend the next meeting of

the lighthouse board of Canada. He considered this trail a matter which the lighthouse board could deal with. and felt quite sure that any recommendations coming from that body would carry weight with the Dominion government. Time was now pressing, and it was

arranged that Mr. Shallcross and Mr. had a contract to carry American mails Lugrin should draw up a memorandum embodying the views of members of the council. to-day expressed, and pre-"It is desirable such a subsidy for sent to Capt. Troup prior to his contemplated departure on Wednesday Island and Puget Sound should be ofnext to attend the linthouse board fered by the Dominion government as will induce a Canadian company to meeting establish and maintain for 365 days in Mr. Geo. Carter, chairman of the

the year a high-class service on the special pilotage committee, then reportroute, and that in view of the necesed the present position of the pilotage question. Mr. Templeman appeared to the board be directed to wire the views be favorably impressed with the board's of the board to the representative of views upon this matter.

Mr. Templeman reported that during the past four months Mr. H. P. Bell for the establishment of new industries tract had not expired upon the 30th of has been engaged in the preparation of in or near Victoria. The report was last month. He had unofficial informa-printed and placed in the hands of tion to that effect. munication between the Mainland and Vancouver Island by bridge at Seymour Narrows, and he expected that Mr. Bell's findings will be placed in the British Columbia, but very much more able, as already stated, that the con- Dawson merchants have been apprais-

putting in a larger main when the BHEL UP NEW present system practically exhausted the water available? Another point was that the filter beds would be unable to handle the larger nount that would be demanded by an immense main such as proposed. In his opinion it would be much better to arrange for a temporary supply and in **PROMINENT DEALERS** a permanent system. As for fire protection, something which had been

harped on to a considerable extent, the city was not as bad off as some people thought. If the fresh water gave out there was sufficient sea water avail-There were facilities, too, by able

VICTORIA TIMES, TUESDAY, OCTOBER,

which it could be pumped in case of emergency. Referring to the quality of the water. Ald. Hall said that it could not

made perfectly palatable because of Beaver lake. That portion would have bridge will be of uniform depth 16 feet | to be shut off from the main body and dredged to make it good. This would cost considerable, as anyone could see are for a depth of 20 feet of water, and by judging the magnitude of such an undertaking

As for the pumping in the 12-inch position. It is that embodied in a res main, while it wasn't satisfactory it olution introduced recently by Ald. was good enough for temporary pur- Fell and published in the Times. In a poses. He thought it was out of the few words the proposal is to introduce question for the city to be served by in lieu of the present general license two system, and he strongly opposed tax of \$10. per annum on business a that the E. & N. railway should be ex- deepening the water between the outer the spending of a large sum upon the general license tax not exceeding 10 per improvement of the Elk lake system. cent. of the actual value of the busi-Mr. Paterson objected to Ald. Hall's ness premises occupied, such rental suggestion that the water at present value to be based on 5 per cent. of the used by Victoria might be contamin- assessed value of the land and full informed of the deep disappointment ated. He instanced cases in inland value of improvements, together with cities, making special mention of Chi- special license taxes where this mode cago, where the water was taken from does not equalize the burden of tex ation and retaining the existing license

16, 1906

where the sewers emptied. It was a taxation in other respects. The idea is well known fact that water purified it- claimed to be to make the tax system self. Anyone who stated that the wa- fairer by such a sliding scale of rates Pachena Point, and will probably be in ter obtained at Elk lake was not per- the effect of which would be to reduce fectly good was doing something, not the amount demanded of the smaller only unjustified, but almost criminal. concerns and increase that collected Ald. Hall took exception to Mr. Pat- from the large establishments. erson's remarks and reiterated his "We're perfectly willing to pay our fair share of taxation" remarked a

prominent member of David Spencer Ltd. this morning to a Times represen tative. If, however, any changes were

To the President and Council, Victoria, B. C. Board of Trade: he was opposed to them. He thought

report as follows in regard to the necessity of urging the Dominion government to grant a subsidy for the encouragement of shipbuilding in Canada, and especially in reference to the position of that industry in British Columbia. The coasting and foreign trade of British Columbia has increased greatly during the last 10 years, and all the foreign vessels and the greater number of the coasting vessels are foreign built,

workmen they employ. The serious position created for the the equalization of the burden, as long Canadian shipbuilders by these in- as it did not mean an increase in the equitable conditions under which they already high rates upon the firms havhave to operate, is shown by the tonnage of the vessels constructed in Can- the community, would meet with his ada last year compared with 30 years approval and, doubtless, with the enago, while concurrently the import, export and coasting trade has increased tion.

enormously. Figures showing the coasting trade are not available, but those for tonnage built and goods exported and imported are as follows:

Tonnage, built 1876 165,041 inadvisable for the reasons already out-Tonnage, built 1905 21,865 lined. Industry should be encouraged Exports, 1876 \$ 80,966,435 any blow against it was wrong policy. We find that a great deal of repair Spencer Ltd. is likely to be taken by North through the arrival of the work is now done in the shipyards of other big firms it is altogether prob-



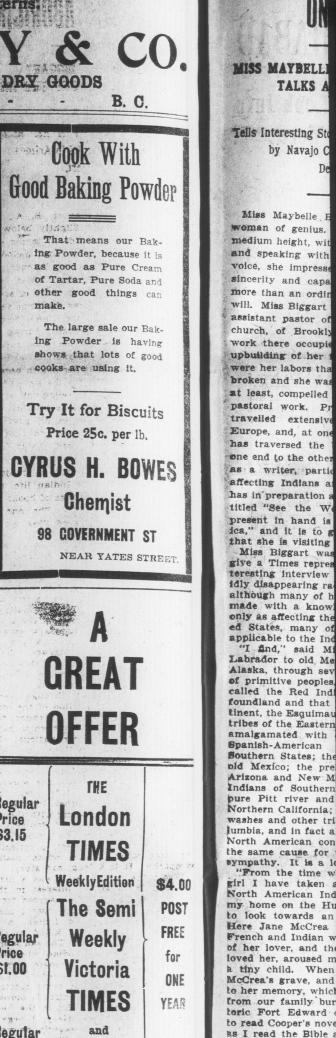
WANTED-Girl of about 16 to help with house work and child. Wages \$10 per month. Address Mrs. John Nelson, 3 Linden Ave., Victoria.

wern't doing so now didn't understand Notice is hereby given that, 30 days after date, we intend to apply to the Hon. Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described land, situated in Clayoquot District: Com-mencing at a point 20 chains east of the N. W. corner of Section 19 (Sechart), thence north 100 chains, thence west 40 chains, thence north 40 chains, thence west to shore, thence along shore to a point due north of the N. W. corner of Indian Reserve, thence south to said corner, thence east to the N. E. corner; thence south to shore, thence easterly to the point of commencement. the situation. Besides the \$10. for an ordinary license they pay other municipal, provincial and general taxes which mounted well into the hundreds annually. The burden, therefore, was quite sufficient in his opinion and if compared with that imposed in eastern cities it would be found that the taxes upon the larger firms he would not oppose any alteration having the effect the point of commencement. UCLUELET MERCANTILE CO. Ucluelet, Oct. 3rd, 1906.

Notice is hereby given that, 30 days after date, I intend to apply to the Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situ-ated in New Westminster District of British Columbia: Commencing at a post planted on the right hand side of Gov-ernment road running from Lund to Malaspina Inlet, thence 80 chains, thence south 80 chains, west. 80 chains, thence south 80 chains to point of beginning, be-ing bounded by T. L. No. 7518; License 1619, 1613, 1640. Regular Price \$3.15 16, 1613, 1640. Staked October 3rd, 1906. WM, FEENEY.

NEWS FROM YUKON. Freight on Columbian Was Insured-More Dredges For Klondike-Crowds Leaving Dawson.

Price \$1.00 Mail advices received from the steamer Princess Beatrice report that



TALENTED

B. C.

make.

cooks are using it.

Price 25c. per 1b.

Chemist

GREAT

OFFER

THE

London

TIMES

WeeklyEdition

The Semi

Weekly

Victoria

TIMES

Regular

Cook With

statements. A report of the committee on shipbuilding was submitted, as appended: September 20th, 1906. Gentlemen :- The undersigned beg to

and under present conditions there is no hope of Canadian-built vessels obtaining this trade. Under the terms of terably against the increase of taxation the British North America Act Britishbuilt vessels are admitted to Canadian register free of duty, and it is hopeless for our shipbuilders to compete, because they have to pay duty on the greater part of the materials used and a much higher rate of wages to the

Imports, 1876\$ 93,210,346 Exports, 1905\$206,316,872

of reducing the sum annually, he remarked, with a smile, nor, continuing would he take a stand against alteration having the object of reducing the pressure upon small dealers. Anything that might depend upon the result in ing exceedingly extensive interests in dorsation of others in the same posi-Referring to Ald. Fell's proposal he

said that it appeared to be aimed directly at such concerns as David Spener Ltd. Such a thing he thought was

contemplated which would increase the

amount paid out by them every year

the position was a resonable one. Cer-

taintly his firm should contribute a

larger sum than a peanut stand for in

stance, but those who argue that they

in every way possible. It was this that As the attitude assumed by David

strong opposition. However it must the steamer Columbian. Nearly all Regular to the ship-repaire ing the presentation of the board's re- were being carried simply for the a vays within a few days. would justify them in erecting the not be assumed that the citizens as a was covered by insurance. The heavigress. I then determ Price F. A. PAULINE. solution, in a modified form, in regard commodation of Victorians. Pearson's whole take the same stand. Many of est losers are said to be Barton Bros., 1. ecame a young won plant required for additional constructo the British consular service, and S. J. Pitts seconded the motion. Chairman. the smaller dealers, naturally, think who had 21 cattle aboard, the freight SI.00 an interest in the tion work. that it had been adopted. They held The chairman thought the board Resolution of the Council of the Victhe new system would be beneficial and on which was \$3,000. The end would be attained if the Now, have we not out little hope of the acceptance of the should take cognizance of the condition toria, B. C., Board of Trade: Magazine will give it the fullest measure of their Steamers leaving Dawson up to the \$5 15 man brother? shipyards were placed in a position to board's invitation to hold the next con- of affairs immediately. He recomsupport. Others think that it will in-"I have found then time of the dispatch of the last mail gress in Victoria, but it is noticed in mended that the city's representatives That strong representation shall be engage in the building of vessels on a made forthwith to the Dominion urgcrease the toll they already pay. were carrying all the passengers for have gone to them w a recent cable that the matter is not should be acquainted with the views of larger scale necessitating the operating All circumstances considered, there- which they had room. ing that it is essential for the proteca higher life. I the yet closed. the association. of additional plant which would also fore, if Ald. Fell backed up by other Your council, on recommendation of Dr. Lewis Hall expressed the opinion tion of life and property on the south-All fear of any freight being left giving them somethin be available for repair works. Under members of the aldermanic board pres-OR over at White Horse at the close of navigation has been dissipated. Twelve west and west coast of Vancouver have I been met wit the fisheries committee, adopted a reso- that it would be sufficient to call the such conditions the shipyards would ses for the change a lively time in the lution recommending that salmon fish- attention of the government to the Island that no time should be lost in secure much of the work which now terpretation of the counsels of the civic fathers is asthousand tons will be forwarded by The London Times Weekly ing above the New Westminster bridge matter. A resolution from the board completing the additional safeguards goes to American yards, or is postponed only with the except sured. be prohibited and copies were forward- should not appear to dictate as to the which have been recommended, and Gold Fields Company from the landman' as they call Chi until the vessels reach a home port. and either one of the others ed to the Hon. Minister of Marine and policy adopted. that so far as possible this work should ing place at the mouth of the 12-Mile tribe misunderstood. The increasing carrying trade of THE FINGAL ARRIVES. as soon as the winter sets in. A Dawbe done before the storms of the comher, by missionaries Fisheries. Canada, especially on this coast, ne-Mr. Munn explained that it was not For \$3.30 Upon a report that it was contem- his idea to appear distatorial. In puting winter commence. The council son paper says: "It is an aggregate ment school people. cessitates constant additions to the plated to remove the lepers from Darcy ting in particular mention of 365 days that is appalling to consider, when it "I am just beginni would especially urge that the followtonnage employed, and makes it a mat-Towed to the Outer Wharf on Satur-Island and locate them at William he had in mind the avoiding of the ining work is of great and immedite i.nis remembered that horses alone are A great chance to obtain England's because an Indian is day to Discharge Cargo. ter of paramount importance that the color, and because Head, a telegram of protest was sent convenience of having a vessel put on portance: to be the motive power and a great greatest weekly, British Columbia' vessels required should be built in the deal of the amount is to be trans- greatest paper and a world-renowned to the Hon. Wm. Templeman, who re- the run intermittently. That the Pachena light should be in Dominion, but so long as British built our language and d The British ship Fingal was towed ported along the ditch line where magazine at a bargain. Annual sul vessels are admitted to Canadian reglive as we do, neverth operation before the end of the year; plied that no change would be made to the outer wharf on Saturday, where C. F. Todd believed that the resoluuntil Dr. Montizambert visits the coast. tion was all right. He thought it would like other men. I mi Scotch saying, 'A ma there is no road other than which has scriptions only, payable in advance, That a first class fog alarm should ister free of duty. it is hopeless for she will discharge some eight or nine F. S. Wright, Canadian Agent, The matter rests there. been made by the company itself." be installed at Cape Beale; British Columbia builders to compete tons of general cargo consigned to be a good thing if a new vessel were Old-time miners in the 40-Mile dis-Times. Ottawa, Ontario. That a good trail or road should be with the cheap labor and cheap mate- Robert Ward & Company of this city. that,' if you get at hi On 4th September the council conplaced upon the route to have it call ferred with Mr. Richard Grigg, impe- at Tacoma. trict who predicted failure for the made along the coast so that rocket of circumstances and Capt. O'Neill came ashore from the rials to be obtained in Great Britain The buckets come to the surface filled to the brim and the big machine is doing all the work that was expected rial government commercial agent to apparatus and other assistance can be an Indian, with India and Ireland. ship in the Royal Roads on Saturday Mr. Palmer thought that the resolu-Canada. Finding that his instructions taken to any point, without delay, as life, his nature, and w The undersigned have reason to be- afternoon, and from him an account of tion placed the government in a some- great loss of life has already been did not include the nomination of a cannot make him an lieve that with adequate assistance, the voyage was obtained. The Fingal, what peculiar situation. Two of the commercial correspondent resident in caused by the absence of this provishim up in a school a giving shipbuilders the same protection he said, sailed from Glasgow, April strongest companies upon the Pacific Victoria, a resolution was subsequently live there; or in a sho ion, and further loss of life may result as is afforded to other industries in 25th, moderate weather was expericoast now called at Victoria. The pro- at any time; passed and forwarded to the Rt. Hon. to stay there; or make enced during the early part of the voy-Canada, large works would be forthposal was to ask the authorities to expect him to endure President of the Imperial Board of That the whaling station at Sechart with established in the neighborhood age. "Off Cape Horn on July 13th to of Victoria, with all the plant required the 15th, we had a blizzard from the grant sufficient subsidy to induce should be provided with telegraphic being housed as sold Trade, asking that such an appointto the brim and the big machine is doing all the work that was expected acres more or less. Dated August 10th, 1906. WM. NOBLE. ment be made; a copy of the resolution was also forwarded to Lord Strathcona He is like a bird with communication so that the services of construct steel ships of the most southwest, and the ship and gear were was also forwarded to Lord Strathcona, that any company could be persuaded freedom, and he mus the steam whaler station there with modern types. frozen up, the temperature ranging and an outdoor life. steam up at all times, may be requisi-We recommend that the assistance from 10 degrees at night to 20 degrees to enter upon such an undertaking. He tioned in case of need; place the typical Indian Another resolution was adoptetd, and given should be in proportion to the at midday. On July 18th we ran into The flotilla of dredges that it is thought Dr. Hall's suggestion was a has been forwarded to the Rt. Hon. imalgamation with o That stations for wireless telegraphy cost of construction, and submit that the ice pack close to Cape Horn, and known will be in operation in the NOTICE. President of the Imperial Board of good one. E failure-he is outsid Klondike and 40-Mile districts next and telegraphic communication should Klondike and 40-Mile districts next season is to be augmented by two more of the big machines which are to be ordered early in the winter by the N. A. T. & T. Co. Details of the second data of the second this can only be attained either by a had to bear up and sail 50 miles to the Trade, approving the action in appoint- H. F. Bullen suggested that the views be established at necessary points at vironment. percentage allowance or by a gross ton-nage subsidy and a to the gross toning Mr. Grigg for the purpose of im- of the board might be obtained and a the earliest possible day, and that con-"We must classify th nage subsidy graded to the classifica- being in sight on July 23rd we passed wire sent Capt. Troup, of the C. P. R., spicuous sign boards should be erected proving commercial relations between them according to thei to be ordered early in the winter by the N. A. T. & T. Co. Details of the company's intentions cannot be given at the present. One of the machines will be placed on the Miller creek con-cession, and the other on the island at present occupied by the Klondike Mill Company at the mouth of the Klon-dike. tion of the vessels in a recognized a large berg 40 miles south of Cape Canada and the Mother Country. who was now in Montreal. Then somefication. Flowers need along the shore. ships' register. In our opinion this sub- Horn, a very unusual position. Many The council had under consideration thing definite might be done without It was adopted. to do the Indians and sidy should equal 15 per cent. of the heavy gales were experienced until the the delay in the settlement of the In- delay. Mr. Lugrin moved that Ralph Smith, sunshine may represen cost of construction, and that it should thirty-fifth parallel was passed, thence we in our hearts show dian reserve question, and consider it J. J. Shallcross moved, seconded by M. P., and W. Sloan, M. P., be forbe for a period of 20 years, in order to fine weather to the Straits. On Tueswarded a memorandum of the recomred man brother, but C. H. Lugrin, that word be sent Capt. unwise to meddle in the matter. give confidence to the investors of cap- day night foggy, misty and calm not generally lavished report adopted at the last Troup to the effect that the board pro-The mendations with regard to life-saving weather prevailed off Cape Flattery ital. monthly meeting was forwarded to the tested against the withdrawal of the facilities and that they be asked to use "The early colonists until Friday morning when a sharp J. J. SHALLCROSS. dirty, lazy, ugly and a Mayor and council, and you are aware C. P. R. steamer from the Sound sertheir influence to have something done southeast gale with heavy rain was that the by-law submitted to the rate- vice, and agreed to support them obwithout delay. Carried. JOHN G. COX. generally. Did they e Notice is hereby given that, 30 after date, I intend to apply to the Chief Commissioner of Lands and V for a special license to cut and away timber from the following situated on Skeena River, Coast Dis Commencing at a post on the bai Skeena River about one mile abou Gate Creek, thence east 40 chains. It south 40 chains, thence east 40 chains, thence we bank of river, thence northerly alon bank of the main channel of the riv the point of commencement, could 640 acress more or less. met. This finally veered to the southpayers, which largely embodied your taining the mail service upon condition Mr. Munn thought that the board they had been born Ald. Dr. Hall, speaking of the water VATICAN DOES NOT APPROVE west and carried our ship up the they have been any be tribes differ as to ini recommendations, was defeated at the that they continue a Sound service, inworks improvements, referred to the should first turn its attention towards Straits and into Royal Roads at 6.30 probability of another by-law being polls. cluding Tacoma, all the year round. inducing the government to continue a. m." Of the Attitude Taken by Archbishop Before the opening of discussion a personal energy and p Upon being put Mr. Munn's resolulaid before the ratepayers providing for the bonus on steel for seven years. He In the bad weather off Cape Flattery report of the conference with Sir Thos. tion carried unanimously. Howley Regarding Modus ments in industry. believed that this came before the shipthe expenditure of a large sum of Vivendi. Saxon race differ also i Shaughnessy, president of the C. P. R., the Fingal shifted cargo some, but sus Mr. Shallcross' motion was then money upon Elk lake. He was utterly building. an account of which appeared in the passed without discussion. tained no damage. Capt. O'Neill says opposed to the installation of a large believe in charity for The motion for the adoption of the Rome, Oct. 12 .- It is stated here that he thinks that one of the vessels seen Times, was read, as follows: main at a big expense. In his opinion A report of an interview with Hon. report was carried. tures. We have not o he attitude taken by Archbishop How-Wm. Templeman, Minister of Inland it was not advisable to make that lake off the Straits was cargo laden. the Indian. We are September 29th, 1906. Reverting to the matter of the Sound ley in connection with the Anglo-Amer-Revenue, was read as follows: the permanent source of supply. Giv-.11 some of us, now. The President and Council, Victoria, service, Mr. Todd moved that a tele-ONTARIO BANK. ican modus vivendi on the New found-"It is a complicated q ing his reasons he mentioned that the B. C., Board of Trade: October 3rd, 1906. gram be sent Sir Thomas Shaughnessy the point of commencement, comme land fishery question is not meeting selfish, we want their Gentlemen:--Your special committee The President and Council, Victoria, vegetable matter during the dry sealiquid was liable to contamination by as well as Capt. Troup. Carried. Has Been Absorbed by the Bank o with favor at the Vatican, it being cor their water, we want beg to report having interviewed Sir B. C., Board of Trade: J. B. Hobson, R. Lange, E. Elford, J Montreal. sidered unwarranted interference fact we want everythin son when it was low. The council had T. Bethune, and Thomas Davis were political affairs. Thomas Shaughnessy on the 18th in-Gentlemen,-I beg to report that that the Indian has. Po obtained an opinion from an expert stant, and that they were gratified to members of the council conferred with who had stated that the Elk lake sup-WANTED_\$700 for one year at 5 cent; security, 500 acres of land. dwelling house, stable, etc. "Farm Times Office. Ottawa, Oct. 13 .- The Bank of Ontario elected members. what we choose to giv learn that the various complaints they the Hon. Wm. Templeman on Monday, ply was being used to its limit. Only has been absorbed by the Bank of Mont The French trade unlon council, at The meeting then adjourned. are the usurpers and no made had already received the atten- 1st October. Mr. G. A. Keefer, resi- by raising the dams could more be proreal. its closing session in Paris on Saturhis country. God put h tion of the local C. P. R. officials, and dent engineer public works department, cured and then but half a million more The Ontario bank has been doing busiday, defeated, by 830 to 8 votes, a me Iceland's fishermen have taken to using ness here for 41 years. When the notice, "Of course we must o that so far as possible steps had been and Capt. Jas. Gaudin, local agent gallons per day would be obtained. DOMINION HOTEL, Victoria, B. C. Maintained on the hignest standard; rates \$1.50 to \$2.50 per day. Free 'bus Stephen Jones, Prop. otor boats in their business. Auto- Bank of Montreal, was put up here, all tion to enter into permanent relations as to their adaptabili taken to relieve the situation, or plans marine and fisheries department, were Therefore what would be the use of their way to Helsingfors. Finland. nobiles and motor boats have also made were satisfied and there was no run on with the Socialists, and adopted a relive by the sea, as in B solution to hold aloof from politics. we may find experience fishing and logging. the bank. St. AS CAN T to the fight of the selves are great indust