# TRUNK ROADS FOR THE ISLAND

## Development League at Alberni Meeting Passes Resolution Favoring the Government's Adoption of Road Policy

## MANY ATTEND FIRST ANNUAL GATHERING

## People of Twin Towns Show Fine Hospitality — Journey From Victoria — Work of Past Year Reviewed

ALBERNI, July 15.—Swarming into Alberni in automobiles, carriages, stages, on foot and on horseback, delegates and friends of the Vancouver Island Development league took the place by storm yesterday afternoon and evening, and this morning, at the first session of the first annual meeting of the organization, advocated a solid policy of trunk roads for this island, which was backed up by every branch of the entire League, and which will be transmitted at once to the new executive to be prepared for presentation to the government.

All told, there are more than 200 visitors in the two towns, attracted by the convention of the league. The people of both settlements turned out to extend hospitality. The hotels were overcrowded before the delegations were accommodated, but private residents turned their homes into inns for those who came late. The local reception committee had prepared the arrangements with consummate care and the general comfort was provided for in a manner surprising in a town as new as Alberni.

The Victoria delegates and visitors, including Col. Prior, president of the league, J. J. Shallcross, president of the Victoria branch, and Mrs. Shallcross, Consul Abraham Smith and Mrs. Smith, Dr. A. T. Watt and Mrs. Watt, Herbert Kent, Dr. J. W. Church, Beaumont Boggs and A. B. Boggs, L. W. Bick, R. Scott, Surveyor General McKay, Secretary E. A. McGaffey and Mrs. McGaffey, and others, reached Wellington on the way to this place early Thursday afternoon. At Wellington they were taken under the wing of Mr. Goodfellow of the E. & N. who conducted the party over the new extension to French Creek. One day coach and an observation car completed the train which conveyed this, the first party to make the run over the completed section of what will be the most popular railroad journey on the island within a year. The roadbed was perfect and the train made fast time.

At French Creek the party was greeted by the four families of Salvation Army settlers established in neat cottages there. They were happy and well contented with their new surroundings.

At French Creek the party was transferred to conveyances and in these the remaining twenty-five miles through the timber were rolled off.

### League's Session.

A preliminary meeting was held Thursday night, and arrangements were made for the three days programme. Early this morning the visitors went to the new town for the first session. Luncheon followed, and the afternoon was spent in viewing the exhibition of fine photographic enlargements made by Leonard Frank and in watching a practical demonstration of the Ducrest stump puller.

The first meeting in Old Alberni this morning filled the hall. Col. Prior, president of the league, read letters and telegrams from Premier McBride, Simon Leiser and Mr. Marpole. Col. Prior said the local government was doing great things to develop the island. He then referred to the work of the league, and took up his annual address.

J. J. Shallcross, president of the Victoria branch, spoke of the work of the league, and of the Victoria branch in particular. He prophesied that Victoria and other centres of the island would become known to the whole world in a short time through the work of the league. He spoke of the large amount of advertising to be done in England and Canada as well as in the United States in the coming year, and the large amount of immigration expected.

### Topographical Survey

R. H. Chapman, who was detailed by the United States government to cooperate with the Canadian government in a topographical survey, and who has spent the past year on the island, addressed the gathering on his work, referring to the importance of co-operation between the great countries in this work. Mr. Chapman went on to speak of the work itself. There were three parties at work on the island, one at Sooke, one near Nanaimo and a third, a triangular party, at Alberni. To be a success at field work a man must have had monkeys and goats in his ancestry. The work is hard, and therefore slow. Mount Arrowsmith would be carefully located by next winter. The work must be very carefully done, and all surveys must be worked down to the finest points. Speaking of last year's work, Mr. Chapman said the area covered was complete on a scale of a mile to an inch. This year parties are working from a little east of the mouth of the Jordan river north to Ladysmith, thence eastward. People asked how long it would take to make a map of the island. The necessity first was to make a four mile sheet. It would require eight of these to cover the island, and one of these might be made in a year of hard work with the present facilities. The four mile scale might be reduced to a one mile scale where necessary later on. Mr. Chapman concluded with a roseate and sincere prophesy of the future of the island.

### Roads and Trails

The meeting took up resolutions referring to the necessity for better roads and trails.

Col. Prior referred to this as being one of the most important questions to be taken up. If roads were built opening up places at present inaccessible, good hotels would follow, and the settling of the island would be only a matter of time.

C. B. Christensen, of Cape Scott, and others spoke along similar lines. J. J. Shallcross thought the policy of trunk roads was most vital. Gasoline motors would be the chief method of transportation on this island for years, necessitating trunk roads, which was the great policy and should be advocated on this island. Ex-Mayor Coburn, of Ladysmith, agreed heartily.

Mr. Brewster, M. P. P., delegate from the Clayoquot league gave his felicitations and then endorsed the resolutions re road building. The need was great of better communication in Clayoquot, though he realized that it would be impossible to put a road wherever asked for. He agreed that it was expensive work but there were many districts where good trails were an absolute necessity. It had been stated that as soon as the railroad is completed to Alberni two big companies would open mills on Clayoquot sound and would ship this way. This would make a good wagon road necessary. Mr. Brewster also referred to the need of several main roads across the Island.

Practically every branch of the league supported the resolution favoring a better road policy.

Herbert Carmichael, government assayer, elaborated the idea of increasing tourist facilities. He felt that some strong attempt should be made to tell the world at large of the really magnificent pieces of scenery on this island not yet heard of outside.

The main resolution and amendment asking the government to appoint a superintendent for each district of the island where there is none at present were both carried, and the whole matter was referred to the new executive, with instructions to forward them to the government. As an amendment to the main motion it was resolved to ask the government to build a road via the Beaver Creek road and Comox trail to Buttle's lake.

### Annual Report

The annual report reads as follows:

On Friday, January 22nd, 1909, the first meeting of delegates to the League was held in the Board of Trade Rooms, at Victoria. Among those present were the following, appointed as indicated: Alberni, Leonard Frank; Courtenay, Joseph McPhee; Colwood, Albert Wales; Cumberland, W. W. Willard; Clayoquot, H. C. Brewster; Duncan, Andrew Peterson; E. & N. and C.P.R., R. Marpole; E. & N. Land Grant, L. H. Solly; Ganges Harbor, Percy Purvis; Ladysmith, D. Nicholson; Metchosin, Harry Helgeson; Nanaimo, J. W. Coburn; North Saanich, W. R. Armstrong; Oak Bay, S. R. Newton; Sooke, W. G. Way; Shawnigan, R. E. Gosnell; Ucluelet, W. J. Sutton.

Mr. Simon Leiser, President of the Victoria Board of Trade, welcomed the delegates, and requested Col. E. G. Prior to take the chair, Col. Prior being Chairman of the Special Committee, who, on behalf of the Victoria Board of Trade, had arranged the meeting. Besides the delegates, there were about 120 business men of Victoria present.

Addresses were made, the name of the organization was unanimously chosen, as "The Vancouver Island Development League," and the following officers elected:

President.....Col. E. G. Prior
Victoria, B.C.
1st Vice-President.....J. W. Coburn
Nanaimo, B.C.
2nd Vice-President.....A. Peterson
Duncan, B.C.
3rd Vice-President.....D. Nicholson
Ladysmith, B.C.
4th Vice-President.....J. McPhee
Courtney, B.C.
5th Vice-President.....L. Frank
Alberni, B.C.
Secretary (pro tem.).....F. Elworthy

During the session the following matters were taken up as being of the first importance in the work of the League.

1. Pamphlet on the resources of Vancouver Island. It was unanimously resolved, on motion, duly moved and seconded: That the delegates from each district immediately collect and forward to the Secretary, all possible information in regard to his locality, for publication in a pamphlet, and that a pamphlet be issued by the League.

2. Geological Survey. On motion duly moved and seconded, it was resolved: That the Dominion Government be urged to immediately undertake a thorough geological survey of Vancouver Island, and publish particulars of same on large scale maps.

The Secretary was instructed to forward a copy of this resolution to the Hon. Wm. Templeman, Dominion Minister of Mines.

3. Attractive pamphlets containing full particulars of the Island's possibilities are most important.

4. There should be a special Vancouver Island exhibit at the Alaska-Yukon-Pacific Exposition; a large map of the Island should be a special feature in connection with the exhibit; a qualified man should be in charge to answer enquiries, and he should be amply supplied with literature.

5. Advertisements in newspapers and magazines are most important, and the necessity of getting industries referred to in the newspapers and magazines which will be read by the parties it is desired to interest. From 20 to 30 per cent. of the available funds should be spent in advertising in newspapers and magazines, the first aim being to get publicity in natural channels.

6. The co-operation of railways should be sought in getting pamphlets and other printed matter distributed.

7. Land Clearing. The discussion on land clearing was continued, and closed with the adoption of the following resolution: That the Provincial Government be asked by this League to take into serious consideration the question of clearing land by improved machinery, with a view to demonstrating the possibilities of bringing under cultivation wooded acres suitable for agriculture at greatly reduced cost.

At the next meeting of the League, which took place at Nanaimo, B. C., Wednesday, May 5th, 1909, the following additional matters were brought to the attention of the League, and action asked on behalf of the League for their advancement.

8. Railway Building. A resolution was passed, which is too long to quote in full, but which asked for and pledged itself to work for railway construction on Vancouver Island, with connection to the Mainland of British Columbia, and with an Island terminal or terminals, by way of railway ferries.

9. Trails and Roads. A resolution was passed pledging the League to aid in the opening up of trails through the Island, the same of necessity including aid for roads where needed in the various districts.

10. Rural Telephones. A resolution was passed pledging the League to aid in the extension and installation of rural telephones throughout the Island.

Some other subsidiary resolutions were passed relating to the Secretary's visiting Branch Leagues, and other details, but the main plan of work and the objects sought to be attained, are covered fully by the foregoing ten paragraphs, marked 1 to 10.

### The Record

The only excuse for the existence of any public or semi-public body is its usefulness; the only way it can prove its usefulness is by doing what it sets out to do. Applying this rule to The Vancouver Island Development League we have its programme, set out in the paragraphs marked 1 to 10. As to what it has done, let us not take mere assertion, but the record.

Paragraph 1. Vancouver Island Development Pamphlet. The League, with the invaluable aid of its Branches, collected the material for a notable book. The Victoria Branch paid for the 57 full-page cuts, and the cuts for the front and back covers. The Provincial Government through the Hon. Richard McBride, the Premier of the Province, always the staunch friend of the League, printed 20,000 copies of this book. It is being distributed everywhere. Four thousand copies go to the Bureau of Provincial Information, five thousand copies go to England to be distributed from the office of the Agent-General of British Columbia, and the Superintendent of Emigration, with offices in London, and sending the books all over Great Britain. Four thousand go to the Branch Leagues represented in the book. The rest will be sent out from the Home Office at Victoria, postage prepaid, to advertise the entire Island, all over the world.

Item—The Vancouver Island Development League has made good on the Island Pamphlet.

Paragraph 2. Geological Survey. The League communicated with Hon. Wm. Templeman and the Dominion Government at Ottawa, always the firm friends of the League, and the result was that Mr. R. H. Chapman, one of the most noted topographers in North America has been at work in Vancouver Island for many months, making an exhaustive and thorough topographical survey of the Island, preparatory to issuing elaborate maps of the Island, some of which are already finished, although not yet published. Mr. Chapman has a large and efficient staff of men under him and the work, thanks to the League's initiative, will be thoroughly and capably done. Its importance to the Island is of the very greatest moment from every possible standpoint. The geological survey, following Mr. Chapman's work, and under the charge of Mr. Clapp, will complete in admirable form an exhaustive topographical and geologic survey of Vancouver Island. This work is in itself a monument to the League.

Item—The Vancouver Island Development League has made good on the Geological Survey.

Paragraph 3. Attractive Pamphlets containing full particulars of the Island's possibilities are most important. The League has issued from time to time, not only from the Home Office, but from the Alberni district, Clayoquot, Ucluelet, Nanaimo, North Saanich, Sooke, and Colwood and Metchosin and Sooke and Otter combined, attractive and accurate pamphlets and leaflets describing the attractions and advantages of the Island and these districts. Farming, fruit-growing, dairying, vegetable growing, poultry farming, and the raising of stock has been treated of in these pamphlets and booklets, together with the resources in timber, minerals, fisheries, manufacturing, etc., and the opportunities for settlers, visitors, and investors, the beauties of the country and its mild and equable climate. These booklets and leaflets have been handsomely illustrated, and many thousands of them have been distributed all over Great Britain, Canada, the United States, the Orient, and South Africa, and in fact, wherever rails run or sails carry. They have resulted in bringing in settlers, investors, and visitors to the country, and in advertising Vancouver Island as it never has been advertised before. [illegible] was unobtrusive.

Item—The Vancouver Island Development League has made good on Attractive Pamphlets.

Paragraph 4. Vancouver Island at the Alaska-Yukon-Pacific Exhibition. The League, through the kindness of Mr. Richard Marpole, consistently a liberal friend of the League, was allotted a space 10 by 18 feet in the C.P.R. spaces in the Agricultural Building at this Exposition. With the enthusiastic aid of Mr. L. H. Solly, Land Agent of the E. & N. Railway, and with the invaluable co-operation of the Island Districts, an exhibit was placed in this space that advertised Vancouver Island in timber, coal, shingles, copper, gold, and iron ores, marble, fish, game and animals, photographs, polished wood, and a series of the game birds of Vancouver Island painted in oil on native fir. This exhibit was remarkable for the bulk and quality of the objects shown, and attracted the enthusiastic and favorable comment of hundreds of thousands of visitors to the Exposition. For the small space it occupied, it was a remarkable showing. The E. & N. Railway shared equally in the expense of installing this exhibit. The League also had an elaborate and extensive exhibit of minerals of Vancouver Island in the Canadian Building, under glass, in two cases. This exhibit was afterwards, because of its completeness and value, taken by the Dominion Government to be exhibited in Brussels and other European cities, thence to be sent to Ottawa to become a permanent part of the Museum at that city. The exhibit in the C.P.R. spaces, with the exception of some returned portions, was donated to the Washington State Museum, there to become a permanent part of their display, and to be used in class work for the Washington University.

### Literature Distributed.

More than a ton and a half of literature, a large portion of it containing an excellent map of Vancouver Island, was distributed at these two exhibitions, most of it at the Canadian Building, where the Home Office had an able and salaried representative in charge constantly. Fruit and flowers were also exhibited at the Canadian Building, under the auspices of the League. A large map of the Island was also hung in the Canadian Building and used by the League's Representative in his work.

Item—The Vancouver Island Development League more than made good on the Island Exhibits at the Alaska-Yukon-Pacific Exposition.

Paragraph 5. Advertisements in Newspapers and Magazines. The League, through the Home Office at Victoria, spent $1900 in classified advertising in 1909. It will spend $3,800 in 1910. It has received for its first year from the City of Victoria $2,750; from the citizens of Victoria, $7,607.39, a total of $10,357.39. It has received from the City of Victoria for the campaign of 1910 $3,900; from the citizens of Victoria in the neighborhood of $8,000.

All this is being spent in the work of advancing the interest of Vancouver Island and every city, town and hamlet on the Island. Advertising in the magazines by written articles, as well as by display advertising, is one of the basic principles of the work, and is being carried on successfully and widely wherever the English language is spoken. Outside of all its other varied and vigorous work for the Island, advertising in newspapers and magazines is one of the most thoroughly exploited phases of the League's activities. A number of the Island Districts, notably Nanaimo and Alberni, have advertised extensively in the magazines and periodicals.

Item—The Vancouver Island Development League has made good on Advertising in Newspapers and Magazines.

Paragraph 6. The Co-Operation of Railways in Distributing Pamphlets and Other Printed Matter. The League has secured the assistance of The Canadian Pacific Railway, The Esquimalt and Nanaimo Railway, The Northern Pacific Railway, The Great Northern Railway, and the Steamship Lines doing business on Vancouver Island, in the work of distributing its literature, and has also had literature distributed by the Lancashire and Yorkshire Railway and other railways in Great Britain, as well as by various steamship lines connecting with Great Britain, South Africa, The Orient and the United States, and by railways of the United States. Distribution of literature by the Agent-General of British Columbia and the Superintendent of Emigration at London is also an important means of reaching would-be settlers and investors which has been secured by the League.

Item—The Vancouver Island Development League has made good on Co-operation of Railway in Distribution of Literature.

### Clearing of Land.

Paragraph 7. Land Clearing. The League has steadily agitated the Land Clearing question. A number of land clearing articles have been written and published, and consultations have been had with many individuals and corporation officials interested in the subject. Through the activity of the League, photographs of machinery used for land clearing have been taken and published, and the Provincial Government has been waited on and asked to lend its support to the movement. The entire Executive of the Victoria Branch of the League, after interviews with the officials of the Canadian Pacific Railway and the E. & N. Railway, called on the Honourable the Premier of British Columbia, and laid before him and his executive a plan for land clearing with the aid of donkey engines, to be furnished by the C.P.R., free of cost; the Government to pay for operating them. This plan was fully discussed and taken under advisement by the Government. Volumes have been written on this subject. Its importance is vital, pressing, and imperative. The League has put its hand to the plow, so far as this question is concerned, and will hold fast until the relief sought for is gained. The League has secured the promise of the attendance and exhibition of land clearing apparatus at the Annual Meeting at Alberni District.

Item—The Vancouver Island Development League has made good on Land Clearing so far as lay in its power, and pledges itself to continue in the fight.

Paragraph 8. Railway Building. The League, through Mr. C. H. Lugrin, one of the Victoria Branch Executive, prepared a comprehensive and able book on Vancouver Island and Railway Development, which, through the generosity of the Provincial Government, was published free of cost to the League, and 1,000 copies of this book were distributed, and a number of them were sent direct to the leading railway men in Canada, Great Britain, and the United States. Replies were had from James J. Hill, J. W. Kendrick, President of the Illinois Central Railroad, and others. The League was interesting itself in the Barkley Sound Railway project and in the Extension of the E. & N. Railway, as well as the Extension to Comox, the incoming of the Grand Trunk Pacific and other lines. The coming in of The Canadian Pacific Railway and the Grand Trunk Pacific Railway was welcomed by it, as well as the activities of the E. & N. Railway along the east and north lines of its extension. It has exerted itself in the British Columbia Electric Railway By-law to good effect, and has consistently taken an active and influential part in the building of railways in the Island. The railway and land movements on Vancouver Island have been accelerated and made possible to an appreciable extent through the support and effort of the League.

Item—The Vancouver Island Development League has made good on Railway Building.

Paragraph 9. Trails and Roads. The following letter and Memorandum from Hon. Thomas Taylor, Minister of Public Works, explains itself:

Public Works Department,
Victoria, B.C.,
April 13th, 1910.

**Trails—Vancouver Island.**

I beg to hand you herewith a list of expenditures made during the past year and also a list showing the proposed expenditures for the current year. These expenditures and proposed expenditures are the outcome of correspondence from time to time with your League.

I have the honor to be,
Sir,
Your obedient servant,
(Signed) THOMAS TAYLOR,
Minister of Public Works.
Vancouver Island
Development League.

**MEMO. FOR THE HONORABLE THE MINISTER OF PUBLIC WORKS.**

**Works Recommended By the Vancouver Island Development League.**

Statement.

| Name | Expenditure. 1909-10 | Proposed Expenditure. 1910-11 |
|---|---|---|
| Trail, Beaver Creek-Comox Lake | $1,073 85 | $ 500 00 |
| " New Alberni-Cox Lake | 310 50 | 50 00 |
| " Cherry Creek-Horne Lake | 247 75 | 200 00 |
| " Ucluelet-Kennedy Lake | — | 500 00 |
| " Cowichan Lake-Alberni | 1,116 20 | 100 00 |
| " Ucluelet-Clayoquot | 5,002 96 | 5,000 00 |
| " Monkey Creek-Buck Creek | 402 00 | — |
| " West Arm Quatsino Sound San Josef Bay | 6,251 65 | 4,000 00 |
| " Nanaimo Lake-Cowichan Lake | 271 10 | — |
| Road to Sea at Metchosin | 1,333 60 | — |
| Trail to Lower and Upper Campbell Lakes | 3,594 50 | 500 00 |
| " to Buttles Lake | — | x 4,600 00 |
| " Shushartie Bay-Nawith River | 1,239 01 | — |
| " Hardy Bay-Quatsino Sound | 785 25 | 5,000 00 |
| | $21,629 46 | $20,450 00 |

x Under consideration.

18th April, 1910.

Item—The Vancouver Island Development League has made good on Trails and Roads.

### Rural Telephones.

At a meeting held at Colwood Hall, March 3rd, 1909, the following resolution was passed:

"Resolved that we, the residents of the Colwood and Metchosin Districts, are strongly in favor of approaching the Provincial Government, urging upon them the importance of assisting the residents and farmers in securing cheaper and more adequate telephonic communication, and suggesting the establishment of Rural Telephone Systems."

This branch of the League requests that the Central League take the necessary steps at an early date to bring this before the Government.

This resolution was sent to the existing branches of The Vancouver Island Development League, then numbering eleven. At the meeting at Nanaimo, Mr. H. G. Wilson, of Victoria, moved the following resolution, which was unanimously carried:

"Whereas, the present system of rural telephones on Vancouver Island is insufficient to meet the present demands for such service:

"Therefore be it resolved, that The Vancouver Island Development League pledges itself to do all in its power towards the immediate and adequate extension and improvement of the rural telephone service on Vancouver Island."

Several interviews were had with the B.C. Telephone Company, but it was impossible to obtain a reduction of the charges in force ($5 a month, and if the line is full and you are the first subscriber on a new line the charge is $10 a month), and also, if subscriber was off the main road a charge for poles to reach him. Information from Alberta and Manitoba Governments as to their telephone systems and charges has been written for, and it is expected that replies will be forthcoming in the near future.

No resolutions have been received from any of the Branch Leagues asking for the establishment of rural telephones in their sections, but it is expected that the ensuing year will bring this question more prominently before the League. The original resolution of the Colwood and Metchosin Branch has not been followed up by united action on the part of the other Branches, and it is suggested that the question be reduced to a concrete plan at this meeting, if the League desires action.

Item—The Vancouver Island Development League has made good as to Rural Telephone Service, so far as the preliminary steps are concerned, and stands ready to forward whatever measures are deemed advisable by the League in Convention assembled.

In the matter of the Provincial Forest Reserve, the League has borne an active part. It appeared before the Forestry Commission and urged Forest Reserves in various portions of the Island. It sent letters to all its Branch Leagues, urging co-operation with the Board of Trade, and the Natural History Society, in obtaining a Reserve and National Park, and forwarded the resolutions passed by the Branch Leagues to the Provincial Government. It rejoices with the rest of the Island at the successful termination of the efforts in the establishment of the National Park and Forest Reserve at Buttles Lake, and congratulates the Provincial Government and Premier McBride on the wisdom and statesmanship of the step taken.

The League has endeavored to promote a mutual feeling of good-will and co-operation among the various Districts of the Island, and it is believed, with success. The Secretary has visited all but a few of the Branches, and the Officials at the Home Office of Victoria have, to the best of their ability, worked with and aided the Branch Officials in the effort towards the general good. Some minor mistakes have been made in the work of the League, but these have been of the head, not the heart. To err is human; to forgive is said to be divine. With the multiplicity of objects sought, and the great amount of detail work to do, mistakes will inevitably occur. But the League is sincere in its methods, and asks to be judged by its average results, not its occasional blunders.

It is submitted by the above showing, which is capable of demonstration by the Records, that The Vancouver Island Development League has proved its usefulness to the Island and its cities, towns, villages, and indeed the entire country, from Cape Scott to Victoria, from Bamfield to Comox, including the Districts surrounding and between.

# SOCIALISM SPREADS IN FATHERLAND

## Anti-Government Forces Win Still Another Seat in Hessian Constituency.

BERLIN, July 15.—A fresh Socialist victory in the Hessian constituency of Friedberg-Budingen by a large majority over the agrarian candidate is another painful sore for the government and the black and blouse blocs, Conservatives and clericals. This makes forty-nine Socialists in the Reichstag—an increase of six since the general election.

In three of the newly conquered seats a Socialist has been returned for the first time, and in four constituencies there is a strong agricultural element, which would appear to have supported the Socialist candidates for the first time. It would even appear that National Liberals hitherto staunch supporters of the government, are wavering in their allegiance. It seems pretty certain that many of them voted for the Socialist in Friedberg-Budingen, who was supported also by the entire strength of progressive Liberalism.

For the support given to Socialist candidates at by-elections advanced Liberals are called traitors to the Kaiser and the Fatherland. The Socialists are undoubtedly conducting this fight with remarkable force. Their organization is perfect, and they are avoiding those gross errors of taste and tact which were so largely responsible for their defeat in 1906. They flourish, moreover, as Bebel one said, by the mistakes of their enemies, and these mistakes lately have been numerous and fatal.

Eduard Bernstein, the Socialist leader, reckons that at the general election over a hundred members of his party would be returned, and that entire provinces would be swept which had hitherto shown themselves lukewarm or actively hostile. The Empire, he said, will not tolerate government in the spirit of the "Blue-Black Bloc." Socialism has never been better organized or served by more brilliant agitators.

tained by a unified administration of an area that is industrially nd commercially coherent.

# GREATER BIRMINGHAM

## Population of Over Three-Quarters of Million to Be Under Single Administration.

LONDON, July 16.—Great interest attaches to the provisional order bill enlarging the boundaries of the city of Birmingham so as to include under a single administration the great urban area whose economic life centres in the city. If the proposals of that bill become law the city of Birmingham will include a population of 880,000, an area of 40,000 acres, and a rateable value of over $21,000,000. The size and wealth of the city will correspond to the great reputation it already enjoys, and Birmingham will become in fact as well as in name the second city of the empire. The attainment of that distinction is, however, in no way the motive of the great scheme now put forward; it is only an incidental result. The reasons which induced the Birmingham council to demand with absolute unanimity the extension of the city boundaries are drawn from practical experience of the advantages to be obtained by a unified administration of an area that is industrially and commercially coherent.

The original boundaries of the city, though slightly extended in 1891, no longer bear any relation to the actual extent of the area that is, naturally though incorrectly termed Birmingham. On every side the suburban districts have grown with a rapidity that is amazing. Since the last extension of the boundaries the populations of King's Norton, of Yardley, and of Erdington have more than trebled, while that of Handsworth has doubled. This growth is due in very large measure to the mere overflow from Birmingham. It is expected that several of her large cities in England will follow Birmingham's example if the bill goes through.

# CHIEF FIRE WARDEN RENDERS HIS REPORT

## Gives Record of the Fight to Save Standing Timber, the Cost and the Result During the Past Month

Recent reports received by the Lands Departments from Chief Fire Warden W. C. Gladwin show that a number of fires have lately taken place in the various districts, and although some of these have burned fiercely they have been chiefly confined to the old cuttings. The present dry weather is, of course, responsible for the numerous outbreaks.

In the vicinity of Vancouver eight bad burns have been fought recently, the most serious one at Rice Lake, on the north shore of Burrard Inlet, originating on the 10th instant. This fire was subdued for a time, but owing to the veering of the wind to the north, the fire was carried through old cuttings down into the Lynn valley, and endangered the settlement. The department had teams in readiness for the removal of the settlers and their effects if necessary. Fortunately it was not, as the working force succeeded in checking the fire and preventing any major damage.

The other principal fires of the week were in old cuttings around Vancouver and Point Grey, and although there is no considerable portion of large timber, there has been much work occasioned in saving houses and property in the endangered localities.

Advices have also been received at the department of a report on camps and two months' cut of logs of the Arrow Lakes Lumber Co., at Galena Bay, on the north end of upper Arrow Lake, have been destroyed. The fire warden for the district is in charge and is doing all he can to quell the flames.

Generally speaking the past two weeks have been very strenuous ones, and it was found necessary to suspend all burning permits in the Interior until a change in weather conditions. Details of the Interior fire-fighting have not yet been received.

### Work of March.

Appended is, however, the summary of the work performed in the various districts during the past month:

Number of fires (other than by permit) 121, only seven of which wrought damage. Districts in which same have occurred: No. 1, six; No. 2, two; No. 4, four; No. 6, three; No. 7, five; No. 9, six; No. 10, one; No. 11, one; No. 10, six; No. 12, one; No. 14a, one; No. 16, one; No. 17, one; No. 18, one; No. 19, one; No. 20, three; No. 21, one; No. 21a, eight; No. 22, two; No. 27, one; No. 28, one; No. 29, two; No. 30, one; No. 31, two; No. 32, two; No. 33, eight; No. 34, one; No. 35, twenty-two; No. 36, six; No. 38a, one; No. 37, two; No. 38, one; No. 39, one; No. 39a, one; No. 40, three; No. 40a, six; No. 41, seven; No. 42, two; No. 43, one.

Amount of standing timber in B. M. destroyed, 82,000 feet; 100,000 feet cut logs.

Amount of cordwood destroyed was about $75 worth.

Quality of timber destroyed, good.

Value of timber destroyed, $8,000.

Value of improvements destroyed, $915.

Number of men engaged fighting fires, 758.

Total wages of men engaged fighting fires, $2,641.92.

Expenses incurred by owners of timberlands, approximately, $2,000.

Total mileage traveled, 24,000.

Expenses of fire wardens, $2,596; salaries of fire wardens, $7,445; miscellaneous, $184.45.

Number of permits granted, 957.

Number of informations laid, five.

Number of convictions, two.

Fines collected, $100.

Dismissals, two (one pending.)

Number of fires that spread and did damage under permit, nil.

Number of permits refused and reasons, seven; not safe, as too near timber limits.

State of weather for month, favorable; 16 fine days; eight cloudy and six rainy days.

Manard's ranch, near Okanagan Falls, upon which asbestos was recently discovered, is now in active demand by would-be purchasers. One offer was made of $350,000 conditional upon an average depth of three inches being maintained throughout the asbestos vein.

# JOINT CONTROL OVER RAILWAYS

## Two Governments Propose to Establish Joint Supervisory Authority for Roads That Cross Boundary

## FOR INTERNATIONAL RATES ON TRAFFIC

## Chairman Knapp and Chairman Mabee Directed to Confer for Purpose of Devising Ways and Means

WASHINGTON, July 14.—An international commission with supervisory authority over the railroads of the United States and Canada will probably be the result of the action taken today by the government in the appointment of Chairman Martin Knapp, of the Interstate Commerce Commission, as the representative of the United States to confer with G. P. Mabee, chairman of the railway commission of Canada, on the subject of the joint control of international traffic rates. It is understood that meetings between Mr. Knapp and Mr. Mabee will take place in the United States or Canada, or both, during the summer, and upon the completion of the conference a report will be submitted by the commissioners, either jointly or separately, to their respective governments.

The appointment of Judge Knapp and Mr. Mabee is the result of a considerable period of correspondence and diplomatic changes between Canada and the United States, in which it was pointed out that the increasing traffic between the two countries would render full control over rates in the future more difficult unless some joint action was taken. It was realized that the acquisition of Canadian terminals by American roads and of American roads and terminals by Canadian railways presented ever-increasing difficulties. In the present circumstances it is not possible to compel railways or express companies to establish joint through rates to and from points in the two countries.

The reasonableness of rates between points in the United States and Canadian points also is a question of serious importance to shippers. In order to determine any given question as to rates that may arise it is necessary for the shipper to institute proceedings before the Interstate commerce commission and the Canadian railway commission, and even then the result is not satisfactory. Out of this situation grew the suggestion that a joint international commission should be created, which should have supervisory authority over international and interstate traffic, whether by rail or water, between the two countries. It has not been determined yet whether such a commission might better be created by concurrent action or whether it might be better established through treaty arrangement between the countries. At the conferences where the subject will be discussed this will probably be determined.

No definite arrangements have yet been perfected between the conferees. It is likely that Chairman Knapp and Mr. Mabee will meet in Ottawa some time in August. It is not improbable that a subsequent conference may be held in Washington. It will be the work of the representatives of the governments to adjust the matter so as to make it possible to submit a report and recommendations before the beginning of the session of the American congress in December.

The intention of the conferees is to effect an agreement by which a common basis of freight charges and transportation arrangements shall be made between Canada and the United States. Many railroads in the northern part of the States operate in Canada, and on the other hand four of the roads of Canada run into the United States. It is the desire to so adjust the rates and transportation privileges as to render them practically common between two countries.

# COMPANIES INCORPORATED

At yesterday's meeting of the provincial executive, the resignations of H. D. Morten, as police constable at Duncan, and C. M. McGim of the Land Registry Office at New Westminster, were accepted and the appointments decided upon of Gordon E. Richards, M.D., of Stewart as Medical Health Officer for that city and the adjacent district; J. O. McMullin of Prince Rupert being at the same time created gold commissioner for the Portland Canal Mining Division, this appointment to date from the 1st August proximo. The Gazetted appointments of the week include those of John Conway of Prince Rupert, to be Mining recorder for the Portland Canal Mining Division, also from the 1st August proximo; Francis E. Dockerill of Trail, to be a clerk of the government office at Nelson; Stanley B. Beyts of Lillooet, provincial constable, to be deputy gold commissioner, deputy assessor and collector, and deputy registrar, vice Athol C. Dufort, resigned; Walter Prescott of Jedway, provincial constable, to be deputy mining recorder for the Queen Charlotte mining division, with subrecording office at Jedway; and Andrew Henderson, M.D., of Powell river, to be medical health officer for the Powell River district.

### Aviation Feats.

BOURNEMOUTH, Eng., July 15.—J. Armstrong Drexel, a son of Anthony Drexel, of London and Philadelphia, and the French aviator Leon Morane, today engaged in a brilliant performance of over-sea flights. The start of the course was at the aerodrome across the Solent in the direction of the Isle of Wight, then around the Needles lighthouse and back, a distance of 31 miles. The Frenchman covered the distance in 25 minutes and Drexel in 34 minutes.

Chilliwack's local authorities have purchased a site from Mr. S. A. Cawley, M. P. P., upon which the new city hall will be at once erected.

R U

ROSES, PINKS, AND

Donald McDonald, F.
Daily Te

Many who are gro
bler and climbing rose
training up canes whi
stock on which the na
They must be followed
cut out. Hiawatha is
this trouble, but is eas
its foliage is small and
the usu per is robust w

The Gard

Although flowers of
colorings have been po
I think that, for giving
a flower garden, the fra
should not be despised.
hardiest of hardy flowers
winter may brown and
there is a wonderful ten
them, and, as soon as t
of the returning spring a
put forth growth, form t
develop their sweet blosso
tage gardens one can see
mon white pink, and som
dark in the centre. They
freedom, and, being left
crease and cover a great
May and June the tufts
hidden from view by the
their flowers. Then the
varieties to be found in b
ers of dark-centred, rosy
most popular of border
white variety, known by
Sinkins, and some newer
from it. All have fringed
more or less apt to split t
a common fault with pin
down on one side, and th
of half its natural beauty.

By many years' care
florist has, for two gener
a race of pinks denomina
generally large, full-petall
addition to a rich, dark
marginal lacings of some s
ish rose or lilac rose, red
Fifty years ago pinks wer
exhibition purposes, and s
ous throughout the countr
period of neglect; but now
ceiving more attention, an
spoken of again.

Exhibition P

Those who grow the flo
aim to get large blooms, f
ly laced on the petal edge
September they prepare th
manuring the ground, and
ft. or so in width, and raise
the level of the ground,
off wet during winter. The
October, when the young
rooted; some fine sandy so
the roots to induce them to
the soil being pressed firmly
Any long shoots they make
cured lest they should be b
wind. In spring, when the
grow vigorously, a liberal t
decayed manure is given, a
assists in the formation of
and finely-laced blooms. It
perfect lacing to shade the
sunshine.

Pinks do well in a good
if a little sandy. There is, h
a garden anywhere in which
grown. They do not thrive
sandy soil, because it is too
that is firm about the roots
loose one. The plants shou
border in early autumn, the s
firmly round the roots to hol
ity during the winter. Should
large they can be lifted and
eral, and it will be found t
pieces possess roots. The plan
ed by means of cuttings or
during the early part of July.
root their cuttings in a gent
but they can be rooted in the
well. They may be put in ju
shade of some of the border
requisite that the cuttings sh
from the sun. The pink, with
foliage, make a very good edg
are the names of a dozen goo
bino, Excelsior, Delicata, Er
Gloriosa, Her Majesty, Mar
Snowdrift, Sam Barlow, Mrs.
orite.

Liquid Manure

The laws which control ar
application of liquid manure a
part less understood, simply be
less studied, than are the ot
wise rules which arrange and
operations in gardening. Ask
gardener when and how he
liquid manure, and he would
"Oh, put it on when it is rea
nothing else to do, it'll be all ri
will it be all right?, Those off
miss, happy-go-lucky conclusi
simply because they cannot sta
searching inquiry. Nowadays th
of people who are not satisfie
loose, inconsequent reasonings;
having a sound, positive "why,"
of their "wherefores." Let me
do to throw a little light on th
applying liquid manure.

First, then, what is it? It is
in solution all the chemical c