GOOD TIMBER FOUND ON KITIMAT RESERVE

Extracts From Report of R. C. Lowry on Nature and Resources of Land

The provincial government recently sent R. C. Lowry, a civil engineer, up the coast to report on the land unde reserve at the head of Kitimat inlet. He was instructed to supply a detailed report of the characteristics of the land and its resources, and also as to the most available place for a townsite. Mr. Lowry has just made his report, from which the following excerpts are taken:

General Description.

The tract referred to herein reaches to ten miles on either side of Kitimat arm (at the entrance thereto), the southeasterly and northwesterly boundaries being parallel and continuous to a line running about southeasterly and northwesterly, said line being distant ten miles from the mouth of Kitimat river. The land thus embraced is upwards of 400 square miles in area.

The east and west shores of Kitimat arm (which has an average width of about two and a half miles) are, for the most part, rocky; they rise more or less precipiately to form hills that merge into broken mountain masses of granitic formation, showing summits probably 5,000 feet high. These mountains extend back from tide water for an undetermined distance, but more than ten miles. The slopes are generally well timbered to a height of perhaps 2,000 feet, carrying an excellent quality of spruce and hemlock. On the slopes along the north shore of Kildala arm (which arm forms part of the southerly boundary of the reserve) there is a considerable quantity of fine timber, including some good cedar, within a mile of tide water; piles, destined for Prince Rupert, are now being taken out here. There does not appear to be any appreciable area of agricultural land in this part of the reserve, i. e., adjoining Kitimat arm; much of it would make fair timber limits.

At the head of Kitimat arm the main stream of the Kitimat river flows in on the east side, near the entrance to Mamette bay, which bay is about two and one-fourth miles long and trends off in a northeasterly direction. Sloughs and high water channels, flowing to the west of the main river channel, help to distribute the alluvial deposit that shoals Kitimat arm for a mile or more south of the high-tide contour line. The course of the Kitimat within the reserve is somewhat sinuous and its length is about eleven and one-half miles. When I traversed it (at the end of May) the river was said to be at medium stage. The width at surface of water was from 250 to 400 feet and the rate of flow was about three and one-fourth miles an hour. At medium or higher stages, the river could be navigated by a powerful stern-wheel steamer, without report to warping, as far as the Wedlene river. The Kitimat river is frozen in winter in 1894 and 1903 the river got outside its banks (which are low in parts) and flooded the valley.

Flanked by Hills.

Hills flank the valley of the Kitimat river on both sides and run nearly north and south. As on Kitimat arm, these hills are well timbered and merge into mountains, the peaks being of considerable height. The average width of the more or less level valley between the slopes of the flanking hills is about four miles. At a point about three and a half miles north of the mouth of the river, and on the right bank, there is a wooded ridge, about 300 feet high, which shows a gravelly escarpment at the river and runs west to the mountains. This ridge is known as the "Sand Hill." The distance here from the river to the mountains is about one and one-fourth mile. About four and one-half miles north of the river's mouth on the left bank there is a ridge which is rocky at the river and about 150 feet high. This ridge slopes gently to the north and south, runs east to the mountains on that side of the valley and is generally covered with light timber for a distance of one and one-half mile, then with light brush. About one mile from the river on this ridge there is some fairly good cedar on about 300 acres; the marketable timber of all kinds in this area runs about 8,000 feet to the acre. On the right bank of the river there is the site of an Indian village, now deserted.

About seven miles north of the Kitimat, the Clearwater flows in on the left bank from the northeast. This stream has a considerable volume—quite as large I think as the Little Wedeene river.

At about eight miles north of its mouth, the Kitimat river is within 1¼ miles of the hills flanking the valley on the east side; the river then turns north and about a mile further on the Little Wedeene river flows in from the west on the right bank.

Some Good Timber.

There is, generally, a fringe of fairly good timber, not more than one-quarter mile wide, along both banks of the Kitimat. I have seen some trees here that would give individually 5,000 feet. Behind these fringes are patches of light timber with areas of open brush-covered land, or else muskeg. On the right bank, for three miles south of the Little Wedeene river, there is a large area of muskeg with but little timber; while on the left bank, in this reach, there is good land lightly covered with brush and scattered timber.

The minimum winter temperature appears to be about zero at tide-water; the maximum in summer is over 100 degrees Far. the thermometer registered 107 degrees I understand last summer. The average annual rainfall is said to be about 70 inches. A register of rainfall is maintained by the Mission at Kitimat Indian Reserve. The average snowfall is about four feet apparently.

The only passable trail in the valley is an old one along the right bank of the Kitimat river. This was opened up and improved by the contractors for the Grand Trunk Pacific railway last winter.

Mineral in places has been located and recorded within the reserve, and good prospects of copper-gold ore are being worked so I was informed.

Available Agricultural Land.

The area of unappropriated agricultural land available (which is all in the Kitimat valley) is about 20,000 acres. For the most part the land has some timber on it; but if fairly divided up on no single quarter section would the average quantity of timber per acre be 8,000 feet. The muskegs can be drained, chiefly by cutting out the beaver dams. These swamps are largely due to the work of beavers which are numerous in the valley. As shown by escarpments to banks of rivers and sloughs the surface soil is generally a good loam, sandy in nature, and from 18 inches to four feet deep; it overlies a stratum of coarse gravel. The whole valley has a southerly aspect sloping down to tidewater with a fall of about 10 feet a mile I should judge. If this stretch of land were cleared and drained the general appearance would be not unlike that presented by Chilliwack valley.

Townsite Recorded.

In lot 90 (on west side of Kitimat Arm near its head) a townsite has been surveyed and recorded. Again in lot 73 a townsite has been recorded by G. L. Anderson, who owns this land under a crown grant acquired by pre-emption. Into the first mentioned townsite the G. T. P. Railway line has been located. This townsite occupies the slope of a hill which rises rapidly and cannot afford adequate suitable ground to accommodate a town of any considerable size. Anderson's townsite on lot 73 is better situated as regards nature of ground (which is practically level here), but it is too far from deep water to be desirable as the initial location for a seaport town.

Townsite Available.

What seems to be the best available site for a town and port is the area between low and high water contours, extending from the mouth of the Kitimat river on the east to lot 91 on the west, across the head of Kitimat Arm, if the shore rights here have not been conceded by government. The low tide contour line runs about east from a point a few chains north of the south boundary of lot 91. An area of about 360 acres could here be made available with a water frontage, or surface, 1½ miles long. The rise and fall of the tide appears to be 17 feet, but a surface 6 feet above high tide level would be desirable. Working with suction dredges, a long waterfront sufficiently deep at low tide, could be secured and the area, above indicated, could be filled in to form a townsite at a cost of probably less than $250,000, if the dredges be worked electrically by power generated with the aid of the two large streams that flow in at the head of Kitimat Arm from the northwest. These streams will, I think, afford an effective head of at least 300 feet, and can be impounded and tapped at moderate cost. The power and water could later be used in the town. There is ample room for a town on this site to extend in a northerly direction. It would, of course, be necessary to confine the whole flow of the Kitimat river to its main channel; this could be easily done. For subsequent expansion of the town, the northeast shore of Manette Bay could be made available; the southeast shore is precipitous. This harbor, well sheltered and quiet at all times, is unfortunately shoaled at the entrance. To make it serviceable, the bar here would have to be removed.

I should perhaps mention that I found an appreciable portion of the areas shown as having been acquired in lots 93 and 94 to be below the level of extreme high tide.

The winds that cause most disturbance at the head of Kitimat Arm come from the south and southeast, but the seas caused by these winds are, at worst, but moderate. I have frequently seen heavier seas in Seattle harbor and San Francisco bay.

Kitimat Arm is a fine sheet of deep water, and Douglas Channel is probably all that could be desired as a clear, deep, direct and well-sheltered approach to it from the ocean.

TYEE COMPANY LEASES GRAFTER COPPER MINE

Takes Over Property For a Period of Ninety-Nine Years

(From Saturday's Daily.)

According to advices received by the steamer Princess May yesterday from White Horse, the Tyee Copper Company has acquired the Grafter copper mine, one of the best properties in the rich district adjacent to White Horse. The White Horse Star on June 5 gives particulars of the mining deal. It says:

The deal was engineered by Robert Lowe, the heaviest individual owner of the property, for himself and co-owners. When Mr. Lowe was outside last winter he conferred with the Tyee people and was instrumental in having W. H. Trewartha-James, president and general manager of that company, come to White Horse three weeks ago for the purpose of inspecting the property.

What Mr. James saw convinced him of the property's value and the result was that a deal was made which was not only highly satisfactory to him, but to the various owners of the claim.

The terms of th etransfer are on the lease system, the Tyee Company taking over the property for a period of ninety-nine years, the latter to operate it and pay the owners a percentage on every ton of ore mined and shipped. The terms obtained by the owners are such as will bring to them a continual revenue while the lessees, with their own smelter, can handle the ore after paying the mine owners with profit to itself.

Under Mr. Lowe's direction for the new owners a crew of men was put to work on the Grafter last Friday and work will be continued indefinitely. The company will no doubt begin shipping ore just as soon as the railroad spur is completed to the mine which will be within the next four or five weeks.

JUDGE IRVING ILL

Goes East at Once—May Be Special Sitting of Court in September

Mr. Justice Irving, who has not been enjoying the best of health lately, has been ordered by his physician to Rochester, Minn., to consult the Drs. Mayo the famous surgical specialists, and he leaves for the east at once. This leaves but four judges available, one of whom, Mr. Justice Martin, is in Vancouver attending to the legal work there. The court as at present constituted will hear all the cases which can come before it now, one of which is a long case likely to last a week.

When these cases are disposed of, the question of the rest of the list will be considered. If Mr. Justice Martin cannot be spared from his duties in Vancouver, a special sitting of the full court may possibly be called for September to finish the list.

Move Against Usuary.

Ottawa, June 12.—Alphonse Desjardins, of the House of Commons staff, is at the head of a movement to organize a civil service co-operative trust and loan company for the purpose of keeping civil servants out of the clutches of usuers, who, it is said, are charging at rates of 100, 200 and 300 per cent for loans.

CHILDREN MAY GIVE TO BATTLEFIELD FUND

Circular Will Be Issued by the Provincial Department of Education

(From Saturday's Daily.)

On the reassembling of the schools after the holidays, circulars will be sent round to all the teachers instructing them to tell their pupils about the plan of the National Battlefields commission for raising money for the preservation of the Heights of Abraham as a national park by the help of contributions from the children in the schools. The teachers will be instructed not to accept any contribution larger than a quarter and a smaller amount is recommended.

There is no desire to put a burden on any of the children or to place any of the poorer ones in an invidious position. The idea of the department is that as many of the children as possible should contribute five cents apiece, and thus they will feel that they have a share in what is to be a great national memorial. It was part of Earl Grey's suggestion, when he first broached the plan which has since received universal acceptance, that the school children of the empire should find a considerable proportion of the money necessary in small individual contributions. This idea had already been acted upon in various sections, some of the English schools having sent in very considerable amounts.

Large amounts are not wanted, and will not be received, but it is anticipated that the school children of British Columbia will gladly avail themselves of the opportunity of contributing five cents apiece to the fund.

PRINCESS MAY FROM SKAGWAY

First of the Yukon Steamers Reaches White Horse After Long Trip

(From Saturday's Daily.)

The steamer Princess May, Capt. McLeod, reached port yesterday morning from Skagway with eighty passengers, among them being Kenneth Munro of Prince Rupert. The liner brought no passengers from the interior, but is expected to have quite a large complement on her next trip. The Princess Beatrice which was expected to leave Skagway yesterday will have few, as only twelve had come up the river on the steamer Prospector, first of the Yukon river steamers which reached White Horse on Thursday after a long and arduous trip up the shallow river with two million dollars in gold on board. A cablegram from White Horse under Thursday's date says the steamer had a very difficult time in ascending both the Thirty-Mile and Fifty-Mile rivers, and was hung up on the sand bars for several days. The Prospector has twelve passengers, among them Judge Reid, of Fairbanks.

The first White Pass steamers are scheduled to sail Sunday, but it is not likely they will be able to navigate at that time, for the Fifty-Mile river lacks a foot of being navigable for the big steamers. The latest sailing on record was June 15, but it is likely to be later than that before the White Pass fleet can leave here.

In the meantime hundreds of the men bound for Dawson and the interior have gone down the river in small boats and barges, and the boat builders are constructing their own boats so that by the time the steamers can sail the vast majority of the travelers will have reached their destination.

All hotel accommodations are taken up, private houses have been used, and the steamers converted into hotels to provide shelter for the big crowds.

Arrivals by the steamer Princess May reported that not in the known history of the Yukon has the river been as low as this year, and no attempt will be made to run the larger steamers of the White Pass route until the water raises quite a few inches. The steamer White Horse will be the first to leave as soon as the water is available. The river was raising at the rate of one inch a day. Up to a week ago 186 small boats had left White Horse for Dawson. The passengers averaged four and one-fifty, making a total of 780.

The numbering of boats began at No. one this spring, having been running on consecutively since 1898 up to the beginning of this year, when the number was about 7,000. The number of every boat is recorded, also the names of her passengers, as by this means the police are enabled to identify victims of any accidents which may occur on the way down the river. Ten days ago as many people had already gone down the river this year as went in small boats all of last year.

The Atlin season of navigation was inaugurated on June 4 when the steamer Gleaner left Carcross for the portage where she will connect with the steamer Scotia for Atlin. The Gleaner left from the bar about a mile below Carcross, the water at the landing not yet being sufficiently deep for navigating.

News was brought from Port Essington by the Princess May that there is a great congestion of freight at the Skeena river port and the interruption of navigation will result in further congestion.

The Princess May will sail north again on Monday. She will leave here Sunday morning at 1 a. m. taking the run of the Charmer to Vancouver and freight and passengers from here will be taken to the Terminal city by the local steamers to connect with the liner which leaves Vancouver at 8 p. m. on Monday for Lynn canal ports. She will have a full complement of passengers, 230 being booked to date, including a number of excursionists who are making the round trip.

OF BYGONE AGE

Skeleton of An Early Settler in the Yukon is Discovered.

News was brought by the steamer Princess May, which reached port yesterday from Skagway of the finding of a skeleton at Ten Mile point, across the Yukon from Carcross, seemingly that of a resident of the country before the goldseekers came. There were the remains of an old flintlock rifle and of a dog's skeleton nearby.

News of the gruesome find is given in a report made by Corporal Cole, of the R. N. W. M. P. stationed at Carcross to Major Snyder at White Horse. The mounted police officer reports that at Ten Mile point, ten miles down Lake LeBarge from Carcross, a prospector named Shermer discovered what he took to be a human skeleton, and when the prospector reported at the police depot, Corporal Cole went to investigate. He found the remains of a skeleton, obviously that of a human being, and nearby was the bones of a dog and the rusted barrel of what is shown to have been a flintlock rifle.

In his report to Major Snyder the corporal states that it is his belief that the bones have lain where they were found for a long period of years, and judging from the fact that the gun was a flintlock, the bones are probably those of one of the early Russian settlers or of an Indian as the primeval flintlock has not been used in the country since the advent of the goldseekers.

AMUR BROUGHT NEWS OF ISLAND MINES

Rich Strikes on Copper and Gold Properties of the Queen Charlotte Islands

Bringing news of the taking of options, purchase and deals for several mining properties on the Queen Charlotte islands the steamer Amur, Capt. Locke, reached port yesterday morning from Skidegate, Jedway and other northern B. C. ports. Another rich strike has been made on the group bonded for $150,000 by J. Abrams on Collison Bay, and from the Swede group news of good showings made on a new cross-cut was reported. Some prospectors sent to the west coast of Graham island by J. E. Corlett, who is interested in the sawmill to be erected at the north of the island, have returned to Skidegate and reported having made a rich find on Tasso creek in Gold Harbor. This is near the place where for many years prospectors searched for a lost pocket on the strength of a report circulated by the Indians since the Hudsons Bay men worked on the islands of some rich gold bearing rock taken from a cliff on Gold harbor. As the story went an Indian and his klootchman climbed to a ledge and lowered three baskets full of the gold-bearing rock into the canoe where a small boy, who sat there as quickly as the "chickamon stone" was lowered, threw it at the ducks.

Reports were current that a Seattle corporation was seeking to purchase the property being developed by D. R. Young, who took over an abandoned mine on which a shaft had been partially sunk and is reported to have a good property. Experts had been making investigations.

Col. Newbury, who had taken out some rich rock, showing free gold from some property on Klumkol bay, was at Skidegate shortly before the steamer sailed, and took passage south on one of the fishing vessels for Tacoma.

M. L. Woodworth, foreman of the Gordon group came to Vancouver with a sackfull of ore from the new strike. He made it while back in the bush some distance from the outcropping on the beach. He was doing some clearing away just four feet of roots and earth. The exposed ore looked so rich that he brought down several hundred pounds for assay. While this has not yet been made, experienced miners say that the ore will run between 15 and 20 per cent copper with traces of gold.

From Skidegate news was brought of a large bush fire at the back of the northern port which threatened some valuable coal measures behind Skidegate.

The Amur brought 150 tons of ore from the Awaya-Ikeda mines on Ikeda bay for the Tyee smelter. There were 30 passengers including J. O. Trethewaway and J. O. Wolffsohn, who is going north again on the steamer. The Amur will sail north again on Monday.

CANNERS ORGANIZE

Association to Be Formed to Embrace All Salmon Cannery Interests of the Province

Vancouver, June 12.—The formation of an association embracing all the salmon cannery interests of British Columbia, including the Fraser river and the northern coast has been launched here.

COLONIAL EXCLUSION OF ASIATIC RACES

Former Secretary Lyttelton Gives His Views in Standard of Empire

Montreal, June 12.—The Right Hon. Alfred Lyttelton, secretary of state for the colonies in the late government, has contributed to the issue of the Standard of Empire, which will arrive in Canada on Monday, an article on the immigration of British Asiatics to Canada and the other dominions. Mr. Lyttelton's views represent the attitude that will be adopted by the Unionist party towards this question, and are therefore of considerable importance.

Mr. Lyttelton writes: "It cannot be doubted that the Dominion is along with her sister states of Australia and South Africa in the resolution to prevent free and effective competition by British subjects of the Asiatic races, and the facts prove that the imperial government have, though reluctantly, been driven to acquiscence in a policy which it would be useless and dangerous, even if it were expedient at the present time, to resist. A shrewd appreciation of what the attitude of the British democracy would be towards Asiatic immigration if this country was not protected against such competition can be gained. Yet if we look on this matter not merely as affecting the self-governing dominions of the empire, but broadly the east and the west, it may be permitted to us to doubt whether the western nations will be able always to maintain the position which they have so forcibly taken. For no system with even the appearance of equity can be constructed which will give shelter to the claim by the west for free admission and the open door to the east and prohibition of Asiatics in the west. Nothing but plain force, the mailed fist in the most palpable form, can support the dogma of free competition to westerners in eastern lands."

Mr. Lyttelton, however, concludes by declaring that it appears "impossible, at any rate for the present to preserve the purity of the race and industrial standard of Canada except by laws restrictive of full industrial freedom to Asiatic labor."

Subscribe for THE COLONIST

STANDARD OIL FOUND GUILTY AS CHARGED

Total Fines of $800,000 Possible in Case Tried at Rochester

Rochester, N. Y., June 12.—"Guilty as charged in the indictment," was the verdict brought in by the federal grand jury in the Standard Oil company's case here at 6 o'clock this evening. Daniel J. Kennick of Buffalo, who conducted the defense, moved for a new trial, and it was arranged to have Judge Hazel hear the argument on the motion on July 7. Special Assistant Attorney-General Wallace, the prosecuting attorney, gave notice that he would move for judgment and sentence on the adjourned date.

The oil company was placed on trial on June 1 for an alleged violation of the interstate commerce law in accepting a commission from the field tariff on shipments of oil from Olean, N. Y., to Rutland and Bellows Falls. There were forty counts in the indictment, each representing action on a car of oil.

The maximum fine on each count is $20,000, or a total for the whole of the shipments of $800,000.

Efforts to Save Billik.

Chicago, June 12.—Herman Billik, the Bohemian fortune teller condemned to die today for the murder of several members of the Vrzal family, was today granted a stay of pardon until he has been afforded an opportunity to appeal his case to the supreme court of the United States. The fight to save his life, as it has been conducted thus far, has been one of the most strenuous and energetic ever witnessed in this city in a long time.

SEVERAL CASES TO GO TO THE PRIVY COUNCIL

Indian Reserves and Water Rights Questions to Be Decided

The province will appeal to the privy council the decision of the Supreme Court of British Columbia upon the immigration act passed at the last session of the legislature.

Hon. W. J. Bowser announced last evening that the papers are being drawn up at the present time and that in all probability the case would come up for hearing at the spring sitting next year of the judical committee of the privy council, if not at the sitting of next November. That body will by its decision settle once and for all the question as to the purisdiction of the province in immigration matters.

The measure enacted at the last session of the legislature, it will be remembered was aimed at Oriental immigration. It provided an educational test for all immigrants and its provisions excluded coolie labor. The bill was engrossed in the case of a number of Hindus and Japanese and on an appeal being taken to the Dominion government, it was declared ultra vires of the province by the chief justice ruling on the case, he holding that as the Dominion had confirmed the treaty with Japan permitting the free ingress and egress of Japanese, that under the B.N.A. Act, legislation by the province applying to the same was ultra vires. That judgment was confirmed by the full court but permission was given to the province to appeal to the privy council.

It is altogether possible that the case will be taken by the attorney general, Hon. W. J. Bowser in person. He will also, it is likely, conduct several other appeals at the same sitting of the privy council. The question of Indian reserves and the reversionary interests by agreement between the Dominion and province will be referred to the imperial court of final appeal at that time also. Similarly the question of the water rights of the railway belt will also come up.

Thaw and His Wife.

Poughkeepsie, N. Y., June 12.—The first meeting between Harry K. Thaw and his wife, Evelyn, since his attempt to secure his release from the Matteawan asylum, took place today in Thaw's quarters in the Duchess county jail. The visit was evidently prearranged, for Thaw was waiting to greet his wife when her name was announced. The meeting between them was private. Mrs. Thaw expected to take luncheon with her husband and pass the day with him.

SCOWLOAD OF LIME ON FIRE IN GULF

Iroquois Brings News to Sidney of Destruction of Lime-Laden Craft

(From Saturday's Daily.)

News was brought to Sidney yesterday by the steamer Iroquois of the burning of a scow loaded with lime. The steamer Hilda with a scow in tow laden with 1700 barrels of lime left Mayne island, where she had been taking shelter on Thursday, and attempted to cross the Gulf of Georgia to Vancouver. A strong west wind had been blowing in the gulf and there was a rough sea. It is thought the spray flying over the scow slacked the lime, causing fire. The Hilda with her tow put into Merchantmen's bay with the scow on fire. After it had burned for some time the scow turned turtle, all the lime being lost. When the tug was last seen from the Iroquois she was towing the scow bottom up.

Killed by Emery Wheel.

Montreal, June 12.—Dennis Gallagher, 38 years old, was killed today in the Montreal rolling mills by the bursting of an emery wheel on which he was grinding tools.

OKANAGAN DEALS

Two Large Transactions Recently Completed—Portion of Ellison Property Resold to Syndicate

Vernon, June 12.—An important land deal was put through this week by C. G. Guy & Co., whereby the 25-acre fruit farm of A. Gaunt at Coldstream changed hands. The purchaser was L. A. Cresset Kent, late from British Burmah, and the price paid was $20,000. Mr. Kent takes immediate possession, and may be congratulated upon having acquired one of the best orchards in the district which gives promise of an exceedingly heavy crop this season.

Another transfer of real estate which should mean much to the progress and development of the city was completed this week, when that portion of the Ellison property which was acquired last year by S. Polson was disposed of by him to a small syndicate of Winnipeg and Vernon people, the consideration being, we understand, about $55,000. This splendid property, which is one of the finest in the Okanagan, is practically within the city limits, and a great portion of it is under irrigation, the balance being readily irrigable from the Grey canal when that system is completed.

DRUGGISTS MEET

Annual Gathering of Provincial Pharmaceutical Association Held at New Westminster

New Westminster, June 12.—The druggists of British Columbia gathered in this city yesterday, and after doing considerable business made merry for a few hours and left again in the evening for Vancouver.

The medicine men were in session as the Pharmaceutical Association of British Columbia, and important matters dealt with were the fixing of the affiliation fee at $50, the arranging for proper representation from various districts on the council and the election of officers. The convention will meet in Victoria next year, and the semi-annual council in December will be held in Vancouver. The following were the officers elected: President, E. S. Knowlton, Vancouver; vice-president, W. M. Harrison, Vancouver; councillors, J. Y. Cochrane and Emery, Victoria; F. J. MacKenzie, New Westminster, and R. R. Burns, Armstrong. James W. Browne, of Vancouver, is secretary.

The proceedings were brought to a close by the holding of a grand banquet in the Hotel Guichon, and which was attended by forty members and guests. The spread was an excellent one and was presided over by President E. S. Knowlton, of Vancouver.

EXPORTED MORE TO BRITISH COLUMBIA

Customs Returns for Puget Sound Districts Show Big Business With This Province

During May, according to customs returns for Puget Sound districts, the cities of the Sound exported more goods to British Columbia, chiefly to Victoria and Vancouver, than to any other place, and the imports from British Columbia to Puget Sound ports were second only in quantity and value to those from Japan, the silk shipments from Japanese ports swelling the values to exceed that of the imports from Victoria and Vancouver. The total foreign imports amounted to $1,127,281 and the exports were valued at $2,158,184. The imports from British Columbia totalled $348,366, and those from Japan, the highest, amounted to $556,346. Those from no other point reached six figures. The exports to British Columbia, the biggest of all, amounted to $553,410 and those to Japan totalled $362,815.

KAMLOOPS UPHOLDS THE THOMPSON ROUTE

Deputation to Wait on Government and Put Forward Its Claims

Kamloops, June 12.—The Kamloops board of trade and the city council are sending a delegation to Victoria tonight to urge upon the government the claims of the North Thompson route to Tete Jeune Cache and the Yellow Head Pass. This route is a natural one, and has been in use for years. The wagon road is already built for some eighty miles up the river, and the trail to Tete Jeune Cache is traveled every year by parties. With very little work it could be placed in first-class condition for use at any time of the year. There are many settlers all along the river for a distance of one hundred and fifty miles, and within a fortnight there will be a regular steamer service to Peavine Flat, half way to the Cache. This would leave only one transhipment, while by the Revelstoke route it will require five. A large part of the supplies could be purchased locally. Horses, beef, hay, grain and other farm produce which would necessarily be brought to Revelstoke by rail could be purchased here or along the river and sent up to the contractors' base direct. The delegation will have a strong case in their favor as against the claims of the Columbia river route.

FOREST FIRES

Dry Season Brings on Some Conflagrations in Neighborhood of Vancouver—Wardens Busy

Vancouver, June 12.—W. C. Gladwin, Chief Provincial Fire Warden, reported yesterday that the heavy bush fires at North Vancouver, Point Grey, Wilson Road and Burnaby Lake seemed to have burnt themselves out to a considerable extent and were fairly under control. By far the largest and most serious fire was that near Moodyville, which burnt over about 300 acres, and it is feared also consumed about 200 cords of wood. The fire started in slashings on land being cleared by the Robert Ward Company. They tried to fight it with a force of 25 men, but in spite of their efforts at back-firing the wind swept it beyond them toward the standing timber.

The flames yesterday were in the green timber and were burning slowly.

Warden McKinney, of this city went over yesterday afternoon to take all necessary precautions to prevent the flames from spreading.

Warden Gladwin says he has received reports from deputy fire wardens all along the coast, and all speak of danger from high winds and dry weather. A rather serious fire was reported from Harrison Lake, but the fires in Burnaby and Point Grey are said to be well under control.

Winnipeg, June 12.—The steamer Wolverine reached Selkirk today from a trip to the northern part of Lake Winnipeg. While coming down the captain saw something on the shore of George island, and upon investigation found it to be the body of a man. It is probably one of the crew of the steamer Princess, which was wrecked in a storm in September 1906. Several of the crew lost their lives at that time, and none of the bodies were ever recoverd.

TOWN SITE PLANS TO ARRIVE TODAY

Mr. D'Arcy Tate Bringing Them to Submit to Provincial Government

(From Saturday's Daily.)

Mr. James H. Bacon, the G.T.P. engineer-in-chief in charge of the extensive operations which have been for some time past and are still in vigorous progress upon the attractive townsite of Prince Rupert, registered yesterday at the Empress, coming over on the morning boat. He is here to meet Mr. D'Arcy Tate, the assistant solicitor of the Grand Trunk Pacific Railway company, who was also to have reached this city yesterday from Montreal by way of the Northern Pacific and Seattle, but who, owing to detention by flood in Montana, will not get into town until some time today. Mr. Tate brings with him the elaborate plans for the transcontinental terminal townsite, which have been prepared by Messrs. Brett and Hall, the well known landscape artists of Boston.

The large and small timber has been already cut and removed from some 1800 acres of the townsite, and the balance of 2000 acres will in all probability be cleared by the end of next month, or at the latest in August.

The special business of Messrs. Tate and Bacon, at the Capital, is to submit the townsite plans to the premier and his colleagues and the government engineers, and to have them stamped with the approval of the administration, and as soon as this important part of their duties is accomplished matters will begin to move more rapidly.

Mr. Bacon, however, does not expect that the G.T.P. management will be in a position to place townsite lots on the market at the very earliest until somewhere in the beginning of the month of October. He confirms the statements which have been made in respect to the remarkably low grades that will prevail throughout the thousands of miles of territory over which the new transcontinental line must pass, for in the immense distance which separates the Atlantic from the Pacific ocean, he states that for only twenty miles will the grade be so much as one per cent, while on the remainder no grade will exceed four-tenths of one per cent. It is needless to mention what a marked advantage such moderation in grade will mean in the operation of a great railway line. The first 100 miles of the new transcontinental, which is in the hands of Messrs. Welch and Stewart, has all been sublet in sections of varying lengths, and excellent progress is being made. Some very heavy work is encountered upon this 100 miles, and new records in the way of railway building in such circumstances are expected to be made in connection with this quasi-national undertaking. As the townsite lots will be sold with merely the timber removed, intending purchasers will be obliged to take the fact that the stumps must still be taken out into their calculations. The fine stern-wheel steamer the Distributor, in charge of Capt. S. P. Johnston, which is intended to ply on the Skeena, will, it is anticipated, be ready to go north on Monday next.

WAS AT VICTORIA FORTY YEARS AGO

Capt. Swain of Steamer Tango Maru Was Early Visitor to This Port

Capt. S. R. Swain, the master of the Japanese liner Tango Maru, which was in port on Wednesday from Hongkong and Japanese ports and proceeded to Seattle, was in command of a brig which came to Victoria when the city was far different from it is at present. He arrived here forty years, and a few years later came here with the sailing ship Hudson with cargo for Greene & Co. He was piloted into port by Capt. Gardiner, a pilot, long since deceased.

Capt. Swain's wife, who came here some weeks ago to take up her residence here, is a sister of Mrs. Wise, wife of Capt. Wise, the former superintendent of the outer wharf. A brother of the captain, Walter Swain, was chief engineer of the steamer Alaskan, a sidewheeler which foundered off Cape Blanco when bound to San Francisco from Victoria to be docked for repairs, carrying a crew of 30 down with her, among them the captain's brother. He had come to the Pacific coast from his birthplace at Nantucket as an engineer of the steamer Walla Walla and was chief engineer of some of the Puget Sound tugboats before going to the Alaskan, with which he went down nineteen years ago last month.

Capt. Swain has been connected with the Nippon Yusen Kaisha for nearly a quarter of a century and is one of their most valued European commanders.

LUMBER SCARCE

Prairie People Will Need Much Material for House Building During Coming Season

Rossland, June 12.—L. A. Campbell, general manager of the West Kootenay Power and Light company, returned early in the week from a five weeks' tour in the East.

Speaking about the lumber outlook Mr. Campbell said that a large number of settlers have arrived in the Northwest provinces this year, and more are coming in. The stocks of lumber in the yards on the prairies are depleted, while the lumber supplies at the mills in the interior of the province are limited. Logging operations in this province were stopped all last winter on account of the cessation in the lumber demand from the prairies and elsewhere, and there is but little material on hand for the mills to work on. The new arrivals on the prairies must have houses, barns and fences, and the fact that there are to be large crops will tend to increase the demand for lumber. As a result of the expected increase demand and the lack of preparedness on the part of millmen in the way of logs, Mr. Campbell says he expects to see a regular lumber famine on the prairies this fall. The crops look exceptionally well on both sides of the line, and a banner harvest is looked for. In the Northwestern provinces the crops will be assured by July 1, as they are a month ahead of all previous years, and the outlook is very bright for an unusually prolific harvest.

Montreal, June 12.—The church union committee of the Congregational Union of Canada presented its report to the annual meeting this morning in favor of a continuation of negotiations with the Methodist and Presbyterian churches looking to union.