DISCUSS HARBOR IMPROVEMENTS

Board of Trade Receives Reports From Various Committees

NEED JOINT ISLAND ACTION

Project to Advance Its Interests as a Whole Discussed Yesterday

The quarterly meeting of the Board of Trade was held yesterday afternoon; present, Mr. Simon Leiser, the president, who was in the chair, and Messrs. L. A. Genge, H. G. Wilson, T. W. Paterson, A. W. McCurdy, J. J. Shallcross, F. A. Pauline, A. G. Kirk, H. B. Thomson, M.P.P., J. A. Mara, R. P. Rithet, C. F. Todd, S. R. Newton, H. S. Crotty, E. G. Prior, J. K. Rebbeck, J. L. Beckwith and C. H. Lugrin.

Mr. Leiser: "I am very much pleased to observe that Mr. Rithet, who was the first vice-president of this board, is with us today, for it always gives us the greatest pleasure to have him present at our meetings."

Mr. Rithet: "I am always here when I am in town."

Three Months' Work

Mr. Leiser: "I will now proceed to give an account of the work which has been accomplished during the past three months by the council of the Board of Trade.

President's Report

The vacancy in your council resulting through the decease of the late Capt. John G. Cox, was filled by the appointment of Mr. H. G. Wilson.

Grand Trunk Pacific Railway: On the 14th October the council interviewed Mr. Charles M. Hays and discussed with him the opening up of wagon roads to be used by contractors via British Columbia points, as well as a branch line to Victoria by way of Seymour narrows. Mr. Hays did not communicate the plans of his company in this connection.

Mercantile Agencies: The council wrote asking the Mercantile Agencies to re-open their offices in this city. Result, agents appointed, no offices yet.

Fernie Fire: The collections made for the relief of sufferers from the Fernie fire, $4,709.25, has been forwarded to the Relief committee, and acknowledged with thanks.

Pilotage: One result of the board's representations to the Dominion government in regard to pilotage at Victoria has been the appointment of Commander Spain to investigate and report. It is believed Commander Spain's report will fully justify the Board's contentions, and a change will be made in the near future. The Board has asked the Hon. William Templeman for a copy of Commander Spain's report as soon as available.

Deep Sea Fisheries: The council has asked the Dominion government to have immediately constructed at least two small vessels to act as tenders to the large cruisers which is about to be constructed for the protection of the fisheries on this coast.

Comox Mails: Representations of the council in regard to Comox mails being delayed in Nanaimo has resulted in arrangements for bringing the mails to Victoria by the afternoon trains on Saturday, or in the even of being too late, on Sunday morning's train.

Bill of Lading: The council has had under consideration a simple form of bill of lading to be used by railway companies in Canada to be submitted for the approval of the board of railway commissioners. Your council has requested an amendment to the conditions printed on the back under which the transportation companies shall assume marine risks between the mainland and Vancouver Island.

Seventh Congress of Chambers of Commerce of the Empire: The Board has been asked to participate in the Seventh Congress of Chambers of Commerce of the Empire, which is to be held in Sydney, N.S.W., in September next, and to submit resolutions if so desired. As it is not known that any member of the Board will be proceeding to Australia at the time of the congress the council has had the matter held over for future consideration.

University of British Columbia: In response to an invitation that the Board should be represented on a committee to urge a location for the British Columbia University in the city of Victoria, appointed Messrs. C. H. Lugrin, John Nelson and J. A. Mara.

Princess Charlotte: At the last meeting of the council it was considered that the Board should in some way recognize the arrival of the Princess Charlotte, and the matter has been referred to you to deal with.

In reference to the mercantile agencies I might add that the merchants of this city have unitedly agreed to withhold their subscriptions until these agencies open offices here, as although their representatives have promised to do all in their power to bring this about, it is at the moment somewhat uncertain whether or not it will really be done. (Hear, hear.)

While in respect to the improved mail service I may further say that although the postoffice department will not at the present time consent to hasten the arrival of the Saturday steamer's mail from any other place than Comox, we hope in the near future to secure a double daily service but, nevertheless, we have been unable as yet to accomplish more than I have outlined.

Arrival of Charlotte

In regard to the arrival of the Princess Charlotte, and Capt. Troup, we have concluded, if this proposal meets with your approval, to present him with an address and at the same time to contribute an appropriate piece of silverware for the adornment of this fine steamer.

This has, moreover, been done in other seaport cities upon similar occasions, as in Quebec, upon the first arrival of the Empresses, in appreciation of the enterprise of the C.P.R. (Hear, hear.)

"Mr. Todd and myself have had this matter in hand, and it will be necessary to detail one or two more members to make this presentation, in the event that our action meets with the approval of the Board.

"This is everything of note, gentlemen, that we have accomplished during the past three months." (Applause.)

On motion of Mr. Paterson, seconded by Mr. Wilson, the proceedings of the Council were formally approved.

The secretary read the report of the committee which has had in hand the proper developement of the resources of Vancouver island as follows:

Committee's Report

Gentlemen:

Your Special Committee to whom was referred all matters connected with the development of Vancouver Island beg to report that in our opinion the first step which should be taken is the formation of an association representing the interests of all the commercial centres.

We therefore prepared a circular letter, as per accompanying copy, asking that public meetings be called and delegates appointed. In response to that communications the following delegates have been appointed: Cumberland, W. W. Willard; Clayoquot, H. C. Brewster; Duncans, Andrew Peterson; Ganges Harbor, Percy Purvis; Nanaimo, J. W. Coburn; Oak Bay, S. R. Newton; Sooke, William G. Way.

We expect to receive the names of delegates appointed at Alberni, Colwood, Courtney, Metshosin and Quatsino but regret that no replies have been received to our communications addressed to: George Sangster, (Reeve) North Saanich; His Worship the Mayor, Ladysmith.

Your Committee propose to call a meeting of all the delegates, in this city, on Friday, the 22nd inst., and we have arranged with Mr. Tom Richardson, secretary-treasurer of the Oregon Development League, to come to Victoria on that date.

Mr. Richardson has had much experience in the formation of associations such as your Committee are organizing, and we consider that an address by him, upon the remakable success of his work in Oregon and Washington, will be a revelation to the citizens of Victoria and others who may be present to hear him. We attach much importance to Mr. Richardson's intended visit to Victoria, and we ask the Board's best assistance in providing suitable reception to him and the delegates from distant parts of Vancouver Island, who will necessarily be put to expense of both time and money in visiting Victoria on the 22nd inst.

Your Committee have not arranged a full programme and at this report have only to suggest a business mens' luncheon at the Empress Hotel, which function should be moderate in cost in order that the gathering may be large. We would also suggest that Mr. Richardson and the delegates from distant points be the guests of the Board at the Empress Hotel.

We will therefore allow our report to rest at this, as sufficient has been stated to open a full discussion and to ascertain your views.

Mr. Sutton's Aid

At a meeting of your Committee Mr. W. J. Sutton was present by invitation, and he favored us with most valuable information in regard to the wonderful natural resources of Vancouver Island, the extent of which there is probably no one better informed. In Mr. Sutton's opinion, which is fully endorsed by your Committee, one of the first necessities in the development of Vancouver Island is the construction of trails from the shore line into the interior. Although Vancouver Island, roughly speaking, is 300 miles in length; in consequence of the indentations there are about 5000 miles of shore line on the west coast mostly with navigable waters for ocean vessels close inshore. In consequence of this wonderful provision of nature, Mr. Sutton informed your Committee that, no part of Vancouver Island is more than 20 miles from navigable waters; but the density of the forest makes the interior of the island practically inaccessible.

So much are your Committee impressed with this confirmation of reports from other sources that we porpose to recommend that the Island Association, when formed, appoint a delegation to wait upon the Provincial Government and urge that an appropriation be made during the coming session of the Legislature, for the construction of trails on Vancouver Island.

Mr. Sutton also impressed your Committee with the necessity for a complete geological survey of the Island and the preparation of accurate maps on a large scale in order to assist in a more systematic exploitation of the mineral wealth.

Your Committee ask for further time for continuing their work.

Letter Sent Out.

The letter sent out to the different centres was as follows:

Dear Sir,—The members of this Board of Trade consider that the time has arrived for organizing an association which shall represent all the commercial interests of Vancouver Island, and at the last monthly general meeting appointed a special committee for that purpose.

The special committee have met and given instructions that you be asked to co-operate with them by having a representative appointed by the residents of your district. This course appears to be imperative if the fullest strength of the association is to be exercised, and there is no doubt that occasional meetings of business men so appointed can be made a very powerful factor in the development of Vancouver Island generally.

The scope of the proposed organization will have to be defined at a meeting of the delegates as no plan has so far been defined, and the question at the present time is an open one. There are many points upon which unanimous support may be expected, such for instance as: Mail service, freight and passenger rates and services, construction of roads and trails, development of the natural resources of each individual district, and all such non-contentious subjects.

A matter which should receive immediate attention is the collection and publication, in pamphlet form, of concise and accurate information in regard to the resources of Vancouver Island, for distribution at the Alaska-Yukon-Pacific exposition, at Seattle next year. This, too, is common ground on which all can unite with advantage and may serve as an initial proceeding of the proposed organization.

The committee will therefore be much obliged if you will kindly give this matter your immediate attention, and awaiting the favor of a reply, before the 10th proximo if possible, in which we hope you will give us the name of the gentleman who has been appointed, so that we can correspond with him at once.

Chairman's Comments.

Mr. Prior: "While answers have not been received from Saanich and Ladysmith and only from these two places, I hope that the mayor and the Board of Trade of Ladysmith, which is a town of real importance, will speedily see their way clear to send a reply and accept this friendly and useful invitation. (Hear, hear.) As concerns the visit of Mr. Richardson, who is supposed to be the best man in this whole north-western country for publicity work, he has acted as the secretary of the Oregon Development League, while he has been engaged for similar work both in Chicago and in Winnipeg. (Hear, hear.) He has agreed to be here on the 22nd instant, the day after the House opens, when a very considerable number of people will be in town and we have determined that the very best way of having this issue brought prominently before the public is to arrange for a business men's luncheon when Mr. Richardson can submit to us his ideas. (Hear, hear.) I do not think that a better way can be chosen and it is certainly much preferable to an ordinary public meeting. (Hear, hear.) All the delegates from the different parts of the island can then assemble together, choose their own chairmen and map out the work which they consider ought to be undertaken. (Hear, hear.)

"Of course we shall require some funds, which must be provided either by the Board or by public subscription. For, as delegates will come from Alberni, Nanaimo, Cumberland, etc., the least we can do will be to pay their hotel expenses as well as Mr. Richardson's, while he is in town. (Hear, hear.) The delegates will not number over 8 or 9, and no hint has been given by Mr. Nelson that Mr. Richardson will ask for any payment for his personal purposes."

Mr. Rithet: "I would suggest that trails seem to be rather out of date and behind the spirit of this age. It would be much better to build trunk or wagon roads, as very little in addition can be now accomplished by means of trails, for greater facilities should surely be provided than are furnished by the ordinary trail. (Hear, hear.) And besides, trails need constant attention. The report does not go far enough."

Mr. Prior: "This question had the most careful attention of the committee. Mr. Sutton, who has travelled extensively over the Island, states that no point upon it is farther than 20 miles from salt water, but the undergrowth is so thick as practically to prevent investigation on the part of prospectors, who can do little else at the moment than explore the coast and a mere fringe it is inland from their canoes and boats. (Hear, hear.) Horse trails will not cost over $100 a mile and can be of service for a long time, while wagon roads will come later. (Hear, hear.) Good trails and a trustworthy geological map will serve present purposes, and the committee generally agreed with Mr. Sutton upon these essential particulars when they had heard his full and very satisfactory explanation." (Applause.)

Mr. McCurdy: "Mr. Sutton also remarked upon the very great importance of having a steamer make either weekly or bi-monthly trips up and down the west coast and regularly, in order that prospectors could absolutely depend upon the regular renewal of their supplies and mail (Hear, hear), and rather than ask for too much, the request is limited to an efficient trail, either for horses or for men, which shall always be kept open. (Hear, hear.)

"Another of Mr. Sutton's statements was of extreme interest to me and doubtless to all, that so far as geologists have ascertained glacial drift does not exist upon this Island, enabling us to get at our stores of mineral wealth with much less difficulty than is the case upon the mainland, where glacial drift has covered up so much territory. (Hear, hear.) Our formation, moreover, being particularly of a carboniferous character has readily been transformed into soil, leading probably to the present wonderful growth of timber of most splendid quality and placing us in possession of a very large proportion of the finest merchantable timber in the whole province of British Columbia." (Hear, hear.)

"Capt. Townsend, as well as prospectors, have frequently dwelt upon the great importance of being able to penetrate easily into the interior and of communicating with their base of supplies. (Hear, hear.) Mr. Sutton, for instance, consumed nearly two weeks in proceeding eleven miles in order to investigate a mineral claim, whereas, with a good trail, he could have gone in and come out again within a day." (Hear, hear.)

Commends Proposal

Mr. H. B. Thomson, M. P. P.: "I think we all appreciate the fact that if we get all these delegates together and if we can all then arrange to pull together, some very good work must inevitably result in the way of developing the resources of Vancouver Island. (Hear, hear.) It is an extremely good idea to secure the advice of Mr. Richardson, who has had an extensive experience all through the north-west, and who recently organized the State of Oregon Development association, which practically has the backing of all the Chambers of Commerce in Oregon, and in whose efforts over $100,000 will be expended for publicity purposes during the present year, as he might easily give us some very valuable counsel indeed. (Applause.)

Mr. Mara moved the adoption of the report, remarking that undoubtedly good results would follow the adoption of the course proposed.

Mr. Pauline: "The point made is that trails will not open up the country for the purposes of settlers; and what we need more than anything else is population to occupy the thousands of acres of valuable lands which we possess, and if we could induce the government to begin work upon roadways and add year by year to their mileage, they would certainly prove more beneficial than trails, which, in a short time are grown over and rendered impassable." (Hear, hear.)

Mr. Paterson: "The question of trails was considered some years ago, when it was clearly demonstrated that it was simply impossible to penetrate into the interior of the Island for more than 10 or 15 miles, and what is the use of having land fit for settlement if it cannot be reached,—(hear, hear) —and I venture to say that if a main trail is opened to some central and desirable point with other trails radiating from it, more can be accomplished within six months than can be done with the present system in 25 years. (Hear, hear.) The first thing to be done is to build trails and find out exactly what we possess, and then roads. (Hear, hear.) If we have much good land and many valuable minerals the sooner we know it the better, and if these do not exist the same conclusion applies with equal force. If you ask the government for assistance you will be told that hundreds of places in the interior need trails just as badly. I once succeeded while in the House in getting a large sum included in the estimates, but owing to the opposition of members from the Interior it was cut out on the following morning. (Hear, hear.) I think it will be difficult to secure any considerable grant from the government for this purpose, and, moreover, they are expending $80,000, or $100,000, upon a trunk road. I have held that it would pay the business men of Victoria to subscribe a certain amount to hasten the opening up of our Interior, as it would be easily recouped, and you cannot well advise people to come and settle in this Island unless you can take them upon the available lands, and trails offer the simplest and readiest means of communication at the present time." (Hear, hear.)

Trail to Nootka

Mr. Lugrin: "In answer to my question Mr. Sutton said that he strongly advised the construction of a trail from Nootka Sound across the Island until it met the trail which communicates with the east coast, while trails leading from it to both the north and the south could be built from some central point upon it, carrying into effect Mr. Paterson's idea. (Hear, hear.) It is further known that the height of land in this region would not at all obstruct the eventual construction of a railway. (Hear, hear.) Mr. Sutton also insisted upon the desirability of securing a thorough geographical survey of the Island, about which, as a matter of fact, we know very little. (Hear, hear.)

"Such reports as we possess are exceedingly limited, and the department does not seem to appreciate the necessity which exists for having a full geographical survey of the Island made. Mr. Sutton has not only prepared a geographical map but is also of the opinion that such a map upon a complete scale is one of the most important sources for information that we could possibly secure." (Applause.)

Mr. McCurdy: "The following very interesting letter was addressed upon this point to the committee:

Col. E. G. Prior, Chairman of Committee upon Development of Vancouver Island.

Dear Sir:—The proposal to inaugerate a system of geological exploration, and the establishment of a series of trails over which the prospector, mining and timber man can reach the interior, and now unknown parts of the Island, is something which were it energetically undertaken and thoroughly carried out, would result in far reaching effects, the results of which, at this time, are beyond computation. Practically the greater area of Vancouver Island, to the mining man, is an unknown country, and even the coast line of a great part of it is most superficially known. This fact is true, especially, of the Island's west coast.

It is the prospector, the mining man, the timber cruiser, who realizes so well, how profound and vast are these great areas of the Island, and how, unless a systemized means of travel over even rough and ready trails, which would be linked together in many cases by interior water-ways were erected the future development of the Island's resources would remain for many years in the uninteresting and almost stagnant position in which they are now placed. To systemize a geological exploration, and a trail construction such as you propose, is a great and an imperative need, and the only bridge to an act of development of the Island's resources. The results of such an exploration and trail construction would be the one unfailing inducement to all those classes of men who are, and are going to be, such a vital part in the making of this new country.

The trail construction and the geological survey must, necessarily, go hand in hand. No survey, in order to be effective, could be accomplished without a highway, were it merely a rough foot trail to the interior areas of the country which, as they now stand, are, for the most part hopelessly inaccessible to any one who desires to carry out an effective exploration covering any length of time.

The results of the geological survey to an explorer would, first of all come in a detailed map of the areas surveyed; more important data from the explorer's point of view, could be put into maps than into reports. To be effective, they must be on a large scale. The advantage of large scaled map to an explorer would lie in the fact that all the detail which it would contain would always enable him to have his position well located, and to a fair degree of accuracy. And in another way it would be most useful; i.e., before the undertaking of any trip he might take into any one of the mapped areas, the detail of the map would enable him to approximate the various important items which his exploration would incur, such as the length of time required, the kind of material, etc. through its many phases. Such a map would, in my opinion, be a great result of the geological exploration and, to the practical man in the woods, the most important one.

As conditions stand now, most of the territory adjacent to the coast line is so densely overgrown that an exploration of any size through this country and into the interior is almost impossible.

It is certainly imperative that the exploration such as you have proposed, must, sooner or later, be carried out.

Little Work Done.

Mr. Rithet: "I thought that this matter was in the hands of the Dominion government; why not then address them instead of the local administration?"

Mr. Thomson: "Every year a little is done by the officials of the Dominion government but sticking upon the boat and looking out and upon the hills they say that this is gneiss and that is granite, or something else, and make a note of it, but that is about as far as they get." (Hear, hear.)

Mr. McCurdy: "In Nova Scotia, the province from which I come, as well as in New Brunswick and Quebec, the Dominion government has spent a great deal of money in exploiting the resources of the country."

Mr. Rithet: "Better means of communication and the geological survey should go together. (Hear, hear.)

The report was unanimously adopted.

Mr. Elworthy read the report of the committee upon the development of the Victoria and Esquimalt harbors, as follows:

The Harbor Committee.

Gentlemen:—Your special committee appointed to report upon a plan for the development of Victoria and Esquimalt harbors, beg to report that in our opinion the requirements are:

(a) A new dry dock to accommodate the largest steamers engaged in ocean trade;

(b) The establishment of coal bunkers;

(c) And a plan of wharf accommodation to meet the requirements of all commerce of the future.

Dry Dock: In our opinion the question of dry dock accommodation is of primary importance; as in the event of disaster to a vessel exceeding 480 feet in length there is no dock on the Canadian Pacific coast large enough to accommodate it.

This is a subject which you have had under consideration for some years past and your opinion has been expressed that a Government owned dock large enough to meet the demands of the future should be provided. The investigations of your committee have confirmed the wisdom of your recommendation, but we cannot overlook the proposal of the Dominion Government to give a subsidy if a company can be formed to construct dry dock accommodation.

In view of this fact your committee would recommend:

(1) That the Board's request for a new dry dock to be constructed by the Dominion Government to accomodate the largest steamers engaged in ocean trade; stand.

(2) Or that failing the building of a Government owned dock your support should be given to any company which applies for a subsidy for the construction of a suitable dry dock at Esquimalt, after such company has satisfied you of its ability to construct the dock within a reasonable time limit.

Your committee require further time to report upon the establishment of coal bunkers and increased wharf accommodation.

New Dock Favored.

Mr. Shallcross: "In moving the adoption of this report I wish to state that having taken evidence the general opinion of the committee was very strongly in favor of a new and floating dry dock. (Hear, head.) During the last two days I have noticed that the admiralty has ordered the construction of a floating dock which will accommodate the Dreadnoughts, probably the largest ships in the world today, and which moreover can —if it be advisable—be divided into two sections and hold two vessels. This floating dry dock should be some 900 feet in length, or at all events, should be built so broad in the beam that it could be lengthened to 900 feet. (Hear, hear.)

"We took a good deal of evidence upon this point from the proprietors of the different repair shops here where we found that all these private firms would rather see the dry dock in the hands of a competitor than under the direct control of the government which would cause it to be more or less hampered by rules and regulations. In the case of a government owned dry dock, moreover, it is almost impossible to procure a fixed offer for doing repair work which might be brought from a distance, while such work is now done both at San Francisco and at Portland.

"During the last three or four years Vancouver has had the offer from the Dominion government of a subsidy of $20,000 a year but up to the present time they have been unable to enlist the capital required. (Hear, hear.)

"Vancouver does not possess large repair shops but we have them, while in addition Victoria is the best place for having work of this description done owing to its nearness to the ocean, and upon this ground some are strongly in favor of the enlargement of the present dock, although if we could get a new dock built at Esquimalt we would then possess two docks instead of one. (Hear, hear.) The enlargement of the present dock would be almost as expensive as the building of a new one, while in addition it would be thrown out of use for a year during which time business might be lost for all time. (Hear, hear.)

"As regards coal bunkers, if vessels coaled here they would also buy their supplies here, besides being a great convenience. (Hear, hear.) As things are, vessels lost much time in going either to Ladysmith or to Comox in order to coal, and they would rather pay a larger price for it here than be subjected to loss of valuable time and exposed to much inconvenience.

"As concerns wharfage accommodation it must be evident to every one that during the last few years the character of water borne freight carriage to this port has materially changed. Previous to 1900 nearly all the freight came here by sailing vessels, to whom time was not of great importance. I have always thought that those who built the outer wharves, and Mr. Rithet had a great deal to do with this work, showed great prescience for these wharves have been most unquestionably of extraordinary benefit to Victoria (applause) and without them I doubt very much whether we would at the present time have any wholesale trade at all. When bult these wharves were far in advance of our requirements but today this is not the case and as commercial men we should look forward to our wharfage needs during the next few years. (Hear, hear.) It may be long before we have direct transcontinental railway communication but still a great deal of transhipment can be done here provided we have the necessary facilities. (Hear, hear.) It is now often more convenient and economical to ship goods in carload lots from Vancouver to the northwest than from here although the freight rates are identical, because the steamers and the railways in Vancouver are side by side. (Hear, hear.) And it is obviously a great advantage to save a charge of from 50 to 75 cents per ton for haulage. In my opinion there is a possibility of doing an immense trade in general produce from both Victoria and from Vancouver with the northwest, and moreover, strong efforts are being made to reduce freight rates from the coast, and if Victoria desires to secure this great trade she must be in a position to ship goods just as cheaply from the wharves here as shipments can be made from Vancouver for even an extra 50 cents a ton is an important item with large shipping firms. (Hear, hear.)

"Our trade with Kootenay and the and the North-West is promising, and the railway rates permit us to compete on perfectly equal terms with Vancouver, if we can handle the goods in question as economically. It is well known that in Vancouver, wholesale firms can ship on the cars directly from their warehouses, although with us not a single firm possesses this marked advantage. (Hear, Hear). But while it may be difficult for us to secure direct railway connection with the Outer Wharves it is nevertheless a matter of very, very vital importance to our commercial and shipping interests; and for that very reason we have asked for additional time for the consideration of this problem." (Applause).

Recommendations Consistent.

Mr. Pauline—"We have closely adhered to the former representations of this board upon the question of the dry dock, for on several occasions we have placed ourselves upon record as being decidedly in favor of a government owned dry dock; and we still make that proposition our first consideration, while we relegate a government subsidized dock to the second position, and favor least the enlargement of the present dry dock. (Hear, Hear). Undoubtedly, it is only a matter of a year or two when several vessels which cannot possibly be accommodated in the present dry dock will be coming to this port; and especially, in view of the fact that a very large graving dock capable of conveniencing the largest vessels, which are likely to frequent these waters for at least several years hence, is being now built at Bellingham, the committee feels that the Dominion Government should not be behind hand in providing similar facilities. (Hear, Hear). And particularly so as the all-red route may in the near future become an accomplished fact. (Hear, Hear). The committee has done considerable work and has consulted with several agents, including Mr. Rithet, who have afforded us a good deal of valuable information not only upon the dry dock question, but as regards the provision of coal bunkers and of increased wharfage accommodation. (Hear, Hear).

Mr. Rithet's Remarks.

Mr. Rithet,— "I cannot agree with the statement that our wharfage accommodation is insufficient. I informed this committee the other day that our wharves were not supplied to the extent of even one-half of their capacity although it is quite true that business has increased during the past year. And when more accommodation is needed, I will be prepared to supply it. (Hear, Hear). The carrying trade has greatly changed; as tramp steamers now come to the point which is nearest to the place of production for their cargoes. (Hear, Hear) And we have daily illustrations of this fact as in the case of the Cosmos and the French liners.

Lighters are not now employed and sailing vessels no longer do the freight shipping business. (Hear, Hear). The question of wharfage accommodation in my judgment is amply provided for; nor do I take so much stock in the possibilities of the North-West trade, and for this reason, that Portland and the Puget Sound harbors are also markets for similar products the principal article being wheat; but in this relation, it must be remembered that with every mile that wheat is brought to the Westward, it is coming to a lower market, because the lowest market is here; whereas with every mile that it is carried to the Eastward it is going to a dearer market. (Hear, Hear). And whatever you do, you must absorb a very large proportion of the freight rate between the point of production and the Coast; and hence, it is not at all a feasible business proposition. (Hear, Hear).

"Mr. Shallcross has referred to the disadvantages under which we labor in lacking direct connection from the wharves to the cars, and there I agree with him. But the cure for this trouble will only be found when we have a railway which has its actual terminus here; towards which acquisition we should bend all our energies and all our efforts. (Hear, Hear) Whence this railway shall come, I do not say but I do know, from my study of this question, that this is a perfectly feasible proposition. (Hear, Hear). While moreover the railway which is brought upon the Island, will pass through the very best part of British Columbia, in order to effect its object, (Applause); and if this is done, and the final terminus is made in Victoria with suitable wharfage accommodation we shall then have considered this issue from the right end; while all this talk about dockage accommodation which is not now required is in my judgment, beginning at the wrong end. (Hear, Hear). For the trouble lies, not there, but in the lack of direct railway connection and the extra charge for haulage, which this fact of necessity, entails upon the shipper. (Hear, hear.) And inasmuch as matters cannot be changed until the shipping railway is directly connected with our wharves, it is plain that the construction of such a railway is the key to the whole situation. (Hear, hear.)

"Again, a good deal has been said about the building of a breakwater; a scheme which I consider perfectly feasible, and which will enable us to make the harbor of Victoria as large as we wish it to be. (Hear, hear.) And this further accommodation can, moreover, be very easily secured if we are prepared to put up the money, which it will require; nor will that sum be very large. And, nevertheless, this ought to be either a government proposition or a railway proposition with government assistance. For the private citizen invests money for the purpose of getting some return upon it; and many, many years must pass before any revenue can accrue out of any additions to our wharfage facilities. (Hear, hear.)

"Until within the last ten or fifteen years most of our carrying trade was done by means of sailing vessels carrying probably 1,500 or 2,000 tons of cargo, and discharging as they did, say, 100 tons a day they would occupy our wharves for twenty days or more; but nowadays steamers of 1,700 tons, which are unloaded and gone within the limits of a single day, call at our ports and hence the extent of wharfage accommodation which was required some years ago is no longer necessary. (Hear, hear.) And unless, gentlemen, this is to become the final port of discharge, where vessels cannot only discharge but load again, increased wharfage accommodation will not be needed, and as all that cannot possibly be done until we get the terminus of a railway at this port, what we really need is the construction of such a railway." (Hear, hear and applause.)

JEWELRY TO BE SOLD

End of Proceedings in Connection With Attempted Smuggling to Vancouver

Seattle, Jan. 8.—The deputy collector of customs reports that he has received orders from U.S. District Attorney Elmore Todd to turn over all the jewelry in the Max Howe-Eugene Wagner smuggling case to U.S. Marshal R. M. Hopkins, who will sell the articles at public auction as soon as the necessary confiscation proceedings are instituted. This will probably be during the course of next month. This will close one of the most sensational smuggling cases on record in this district. In December, 1907, information reached the officials that Eugene Wagner was trying to take jewelry worth $6,000 to Vancouver, B.C., for a jeweler there named Max Howe, without paying the duty. The inspectors found the jewelry in four different places, some in a trunk in the Great Northern depot vault, and some in Bellingham and some in a safety deposit vault in Seattle. Wagner was arrested at the time, and on the first of last month was tried and acquitted in Seattle as merely a tool of Howe. The confiscated jewelry consists of several hundred watches, rings and pins.

Mr. and Mrs. Singleton Wise of Esquimalt are at the Empress.

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4 Silk Capes, for ladies, handsomely braided and lined with quilted satin, regular $22.50. Extra special sale price, each $5.00

Beautiful Belts, in fancy colored braid and leather, regular 50c. Sale Price 25¢

Magnificent Belts, in tinsel, braids, elastic, etc., regular 75c and 90c. Sale Price .. .. 50¢

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