

BEGINNING OF CITY AT PRINCE RUPERT

Officials of Grand Trunk Pacific Have Authorized Important Work--Conditions Delighted President Hays and Party.

(From Saturday's Daily.)
The officials of the Grand Trunk Pacific, who have been on a tour of inspection to Prince Rupert, have left for the East after a flying visit to Seattle and Tacoma. E. G. Russell, representative of the company on this coast, who accompanied them, returned last evening to Victoria, and says that President Chas. M. Hays and Vice-President Frank W. Morse expressed great regret at having to cut Victoria out of the tour. They had counted on spending a few days here renewing a friendship which they, as well as their guest, James Carruthers, had formed here on previous visits, but a longer stay at Prince Rupert than was expected made it absolutely essential to strike Victoria off the itinerary as at first arranged. Mr. Hays himself had to reach Montreal on schedule time in order to be present at the wedding of his daughter, so that there was no possibility of lengthening the trip.

Mr. Morse, who made a prolonged stay in the city with Mr. Carruthers two years ago, very much regretted not having a chance to enjoy the ideal climate of British Columbia's capital. He arranged, however, that his mother, who came west with the party, should remain in the city for a week. This visit, spent as a guest at the Oak Bay hotel, was a source of infinite delight to Mrs. Morse, who left the city charmed with its surroundings.

The inspection of Prince Rupert by the party was a thorough one owing to the fact that about five days were spent there. The party which made the trip was composed as follows: Chas. M. Hays, president of the Grand Trunk Pacific; Frank W. Morse, vice-president and general manager of the company; James Carruthers, of Montreal, the widely known grain merchant of that city and Winnipeg, and who is personally well acquainted here, having visited Victoria with Mr. Morse two years ago; C. G. Russell, representing the company on the Pacific coast; H. Phillips, secretary of the company; B. B. Keilher, chief engineer; J. H. Bacon, harbor engineer; D. E. Gallows, secretary of the company; and Mr. Moore, agent and resident.

It was very interesting to see how well the work was being done at the site was in every respect all that could be wished.

President Hays, after going over the ground has ordered a vast amount of work deemed necessary at the port, which is fast becoming the most important point in northern British Columbia, and which in the course of a few years will be one of the greatest shipping ports on the Pacific coast. As a direct result of Mr. Hays's visit there will be five more parties to work on Kasten Island. The officials recognizing the necessities of the place within the next few months have authorized work which will make the new city a live of industry.

The men charged with the management of the Grand Trunk Pacific did not sit in the offices and satisfy themselves with the maps which the engineers had prepared. Mr. Hays and Mr. Morse accompanied by the other members of the party traversed the townsite day after day. They saw everything for themselves. Taking the trails cut by the surveyors they walked miles into the interior of the island, and from the elevated land viewed the future metropolis of the northern part of the province.

The harbor and the coast line was also inspected by the use of the gasoline launch which the company recently built, and which is proving adequate in every way to the needs of those in charge of the work. Nothing was omitted in the inspection that could be of any use to the company.

That they were eminently satisfied with the results of the inspection is proved by the decisions of the president of the company on the conclusion of the tour. When informed that more wharfage was needed his laconic reply was "build it." When the need of a hospital consequent on the increase in the number of men to be employed was put before him the same laconic reply came "build it." Other needs in the way of buildings were ordered in the same businesslike way. Alive to the importance of the work which his company has in hand at the new city Mr. Hays and his associates showed themselves ready to deal at once with the question and not procrastinate. Their readiness to keep up with the demands of the place as they arose promises well for the future of the company's work on this coast.

There is at present a wharf at the new townsite about 200 feet long, and 50 feet wide with an approach about 50 feet long. The wharf is intended for the immediate future needs of the place, and a contract has been let for a new wharf which will give a docking face of over 1,000 feet. All steamers running to northern British Columbia ports now call at Prince Rupert, the harbor being easy of access and commodious. C. B. Dodge, who is in charge of the hydraulic survey of the harbor is making excellent progress with his work.

Although the townsite has not been actually located the company deems it wise to begin clearing a portion of the ground. As at present 320 acres have been set aside and the contract let for cutting away the timber. The company is not offering any lots for sale until the work is done until the actual survey has been made. But with the

development at the place certain buildings will be required and the company proposes to rent these to occupiers until the townsite is laid out.

A contract has been let to build about fifteen structures in line with this decision. These will include a temporary hotel and other buildings necessary for the increase in the number of men to be given employment. A hardware store to supply the needs is found necessary, and one will be opened shortly in charge of Thos. Dunn, of Vancouver.

The hotel mentioned is but a beginning in the providing of accommodation. It will fill the needs at present, but work will begin at once on a permanent structure to cost about \$40,000. In the meantime the engineers on Kasten Island are pushing their work forward, getting all the available information, taking levels, and preparing a plan of the city which will be reached as to the actual site of the city.

Before leaving for the East the railway officials visited Seattle and Tacoma, going into the terminal facilities of the roads running into those cities. In Seattle they had special objects also, and prolonged the stay there somewhat, going over the entire city. The object in view was to learn lessons from that place which might be useful in laying out Prince Rupert, and might in the end save the company from costly errors at the new city. In some respects Prince Rupert resembles Seattle, and the latter's mistakes may be a warning in laying out the British Columbia city. Ex-Governor McGahey and Mayor Moore rendered the G. T. P. every facility in their power to take advantage of the experience of Seattle. Automobiles were provided, and Mr. Hays, Mr. Morse and the other members of the party were taken all about the city and given an opportunity to inspect all the civic work in progress in that flourishing place.

This is but another proof that the G. T. P. will spare neither expense nor trouble to lay out in the north as nearly as possible a perfect city. The utmost care is to be taken so that as few regrets as possible may follow in future years to those charged with the conduct of Prince Rupert.

This trip of the officials of the G. T. P. to the West, ending with the inspection of Prince Rupert, was the first one which President Hays had made along the entire route of the railway. He was highly pleased with all the work, the thing marring it being the shortage of labor. On the completion of the harvest in the prairie provinces it was felt that there would be some relief in this respect, and a considerable number of men were being sent to Prince Rupert to be at once available.

In the interior of British Columbia the survey parties are making good progress. The route through the mountains has not been actually decided upon yet. Mr. Russell, who has just returned from the tour with the officials of the Grand Trunk Pacific, was asked by the officials of the company what he thought of the route of the railway. He was highly pleased with all the work, the thing marring it being the shortage of labor. On the completion of the harvest in the prairie provinces it was felt that there would be some relief in this respect, and a considerable number of men were being sent to Prince Rupert to be at once available.

While in Seattle Mr. Hays assured the people of that city that the Grand Trunk Pacific would have connection with Washington and Oregon either by rail or by other means which would be equally as good. It may thus be seen that the company in coming West has characterized the line and the route as one of reaching for trade wherever it was to be obtained.

Mr. Russell speaks highly of the courtesy shown by Capt. Newcomb, of the Kestral, in preparing to take the party north. The arrival of the officials several days before they were expected called for the taking of passage on the C. P. R. steamer Princess May. The officials of the latter steamer were courteous to the party, and practically placed the vessel at their disposal. In order to provide material for the construction work at Prince Rupert large orders for lumber are being placed with the mills on Vancouver Island to supplement that available from the northern sawmills.

AUSTRALIAN DEVELOPMENT.

Commonwealth Preparing For the Task of Self-Defence.

London, Oct. 4.—"Australia first," not the Empire first," says the Chronicle, "is the strong slogan of the development of the six-year-old Commonwealth." He quotes the Melbourne Age and says it correctly voices Australian sentiment when it declares that Australia must accept the responsibility that properly belongs to it, and fit itself for the greatest of all national duties, self-defence. The correspondent adds that thousands will be spent in sending Australian officers for training to Canada and other parts of the empire. The naval correspondents of the News commenting on Australia's naval programme says Australia is far from recognizing what Canada long since recognized, that the defence of the colonies rests not on local efforts, but on the efficiency of the imperial navy.

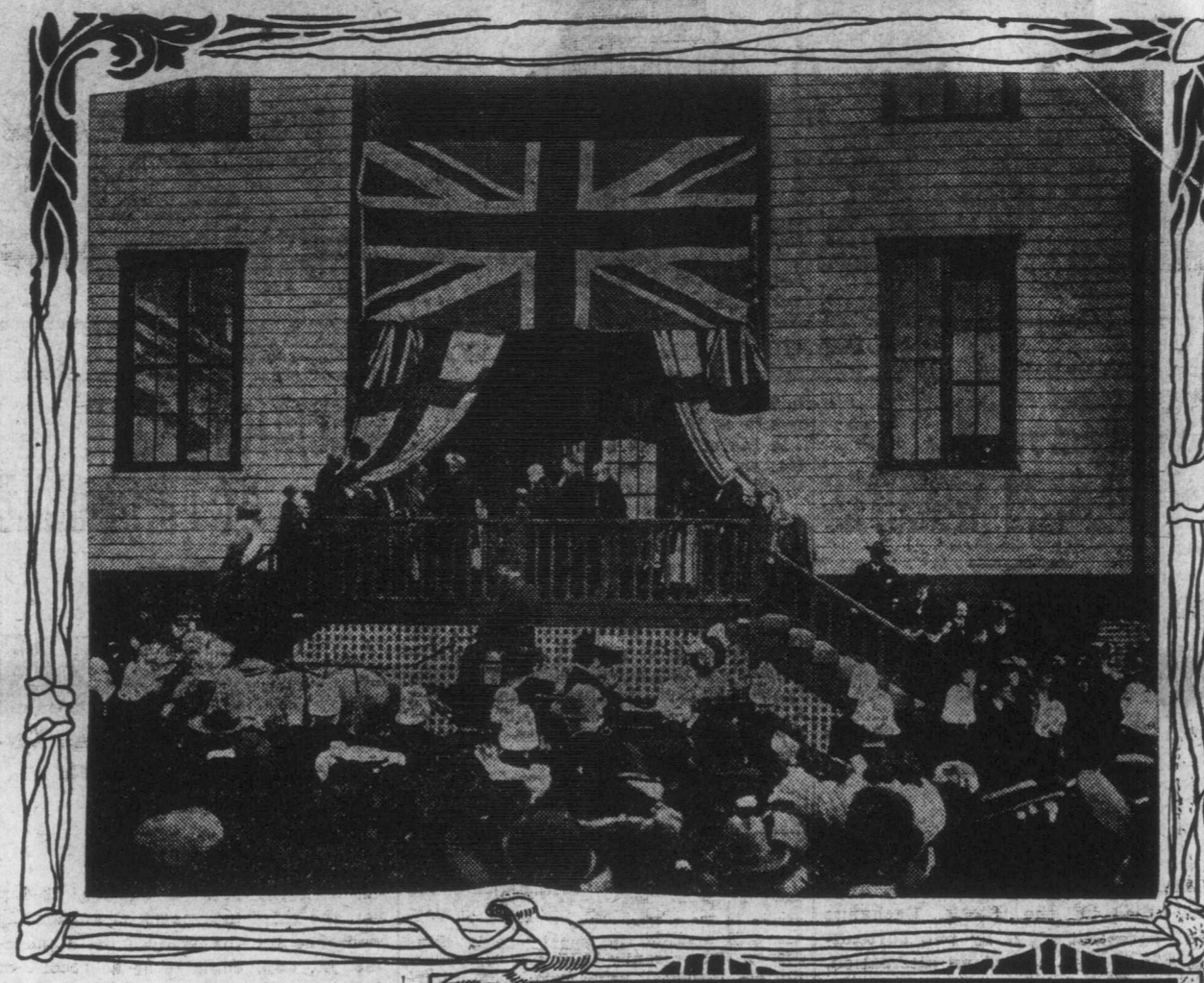
"CUPID IN POSTERLAND."

Some of Those Who Will Participate in the Performances on 25th and 26th Inst.

(From Saturday's Daily.)
Things are booming rapidly out of "Posterland" way, and "Cupid" with its merry potpourri of gay music and bright scenes fairly well laimched toward the dates of which are set for the performance theatre Thursday and Friday evening, October 25th and 26th.

The characters according to programme are most interesting, including: Old King Cole, Foxy Grandpa, A. Fiker Franklin, Laughing Jim, Buster Brown, Boy Elmer, Lady Beautiful, Mrs. Katzenjammer, Mary Jane, Bo-Peep, Miss Muffet, Jill and Jack, and others.

VICE-REGAL PARTY AT NEW WESTMINSTER.



Reception at the Grounds—Landing of His Excellency and Party From Quadra.

PROTECTING BANKS OF COLUMBIA RIVER

WORK AT REVELSTOKE INSPECTED BY MINISTER

Hon. W. Templeman Will Recommend That Improvements Be Completed as Soon as Possible.

(Special to the Times.)

Revelstoke, Oct. 6.—Hon. Mr. Templeman remained here between trains yesterday at the invitation of the Board of Trade to inspect the river improvements now being carried out by the government and to see the ruin wrought by the river when in full flood. After visiting the scene an informal meeting was held in the board of trade rooms when Hon. Mr. Templeman informed the citizens present that he would recommend the Minister of Public Works to complete the work already undertaken as soon as possible, with the view of improving navigation and incidentally affording protection to the banks which will otherwise be completely swept away and a considerable portion of the most valuable part of the city, in this way be altogether obliterated. Hon. Mr. Templeman distinctly disavowed liability on the part of the Dominion further than in matters affecting navigation and pointed out that as property and civil rights were solely under the jurisdiction of the province the work of conserving private property necessarily devolved upon the province. The province in years past expended large sums in protecting the banks, but recently seemed disposed to shirk responsibility. It is seemingly willing to throw the whole expense upon the Dominion, regardless altogether of the constitutional rights of both governments. The question, however, is a big one and would open up the responsibility of the province to the individual whose property is destroyed. The question of liability is one that a few of the interested parties would have to settle as they want to perfect claims for damages against some responsible body, the richer Dominion preferred. Such a claim against either government would likely in the meantime lie against the province, to whose neglect to protect maturing down years ago with provincial money the destruction of last summer is directly attributable.

Hon. Mr. Green, who was here today, really felt flattered when he was told that he was not unlike Nero who fiddled while Rome was burning.

STEAMER OVERDUE.

St. Johns, Nfld., Oct. 5.—Uneasiness is beginning to be felt here because the sealing steamer Adventure, which sailed early in August for Hudson Bay, is overdue. The vessel carried a Canadian government expedition which was to establish Mounted Police posts along the bay and provision existing posts.

A dispatch from Conception Island says: "The lumber schooner Shasta, Captain Hansen, went on the rocks yesterday morning, 112 mile south of Point Conception Lighthouse station in a dense fog. A big hole was stove in amidships and the vessel will prove a total loss. The steamer Roanoke, passing southbound, stopped and aided in the attempt to save the boat. A cable was attached to pull her off. Roanoke endeavored to pull her off, but the attempt failed, the cable parting twice. The crew of fifteen went aboard the Roanoke with the exception of two men who remained with the Shasta. The tug Sea King at Port Harford has been sent for."

WILL VISIT STATES.

Alfred Morley Arranges to Take Five Hundred School Teachers to New York.

New York, Oct. 5.—Alfred Morley, the English educationist, who sent a commission of Englishmen interested in education to America in 1902, is coming here at the end of this month preparatory to bringing over 500 teachers of English schools. They will start coming in batches of fifteen or twenty soon after his arrival. A committee of ten from the department of education is preparing a classification of the public schools of Greater New York in order to make it possible for each visitor to see the kind of school in which he or she is most interested.

In a rear-end collision between a regular passenger train and a heavy freight train carrying the Fifteenth United States cavalry to Cuba, five passengers were killed and a score or more injured on the Boston & Maine railroad just outside Troy, N. Y., Thursday.

GOVERNMENT MAY GRANT ASSISTANCE TOWARDS TECHNICAL EDUCATION IN DOMINION

TROOPS OCCUPIED COURT HOUSE WHILE COSSACKS PATROLLED STREETS OUTSIDE—AGITATION BY WORKMEN.

This Feature Might Be Added to the Course in Certain Institutions.

Ottawa, Oct. 6.—It is said that the Dominion government has under consideration the question of voting at the next session of parliament grants towards technical education in the Dominion. There are certain institutions in the country to which this feature might be added and the Dominion government should aid in that way the provinces that have not the necessary funds to do this.

RUSSIANS ACCUSED OF HIGH TREASON

FIFTY-ONE PERSONS ON TRIAL AT ST. PETERSBURG

Troops Occupied Court House While Cossacks Patrolled Streets Outside—Agitation by Workmen.

St. Petersburg, Oct. 5.—Agitation by the workmen of St. Petersburg, who for some time have been tranquil, has begun again.

There were several largely attended demonstrations in various quarters of the city to-night and last night on account of the trial of the 51 members of the council of workmen's delegates, a revolutionary organization which operated during the troublous times of last October and November. These men have been in prison ten months. They are accused of high treason, the specifications being the preparation of armed uprisings to overthrow the government. Troops occupied the court house and the street outside was patrolled by Cossacks.

From the answers of the accused it was seen that a remarkably small portion of them actually were workmen. Of three successive presidents of the council, Krustaleff said he was a lawyer, Bernstein declared himself a writer, and the third president, Kudlanski, frankly admitted himself a professional revolutionist. Other members of the council are physicians, engineers, teachers and students, the last class including three women. The trial will be protracted as there are more than 400 witnesses to be heard.

NEW CUSTOMS OFFICIALS.

Ottawa, Oct. 6.—William M. Wood, of Paterson; Asa Ackerman, of Huntington; and W. S. Vanetta, of Alder Grove, British Columbia, have been appointed sub-collectors of customs. B. R. Atkins, of Revelstoke, has been appointed collector of customs.

MAJORITY FOR MCKEOWN.

The election held yesterday to fill the vacancy upon the board of school trustees caused by the resignation of Miss Cameron resulted in the return of Angus McKeown by a substantial majority. Opposed to him was Wm. McKay, who has been an aspirant for office in several elections previously. Throughout the day the friends of the respective candidates waged an energetic campaign, and brought out many more voters than is usual at a bye-election of the kind. The result was ascertained by means of a December manifesto.

SEIZURE OF BOMBS.

St. Petersburg, Oct. 5.—Warned by the immunity in which Zenaida Konovalikova resided at Peterhof for months prior to her assassination of General Min, on August 26th, the police are verifying the passports of all doubtful persons in the vicinity of Tsarskoe-Selo, and a most strict su-

FOR DEVELOPMENT OF NATURAL RESOURCES

WEALTHY SYNDICATE TO ESTABLISH BRICK FACTORY AND EXPLOIT MARBLE AND SANDSTONE DEPOSITS--THEIR PLANS OUTLINED.

(From Saturday's Daily.)
Some weeks ago mention was made by the Times of the incorporation of one of the strongest syndicates, financially, ever organized among the prominent business men of Victoria, Vancouver and other neighboring points for the exploitation of different properties on Vancouver and adjacent islands. Since then the syndicate has made rapid strides towards maturity, and, in the course of a few days, completed organization of its existence will be given through the columns of the Provincial Gazette. No time, it is understood, will be lost in the commencement of operations, in fact there is every indication that several places now deserted will soon hum with the bustle and bustle of industry, becoming centres of commercial activity simultaneously and shipping quantities of building material to the open markets of all Pacific coast cities.

It is only necessary to mention some of the names of those interested in the project, which undoubtedly sounds just a little ambitious, to prove its bona fides. The chairman of the board of directors is James Mitchell, head of the Northern Elevator Company, and among his conferees are Andrew Wright, a wealthy Winnipeg and now resident in Victoria; Wm. Fernie, S. G. Marling, James Wilson, superintendent of F. R. Leiper's; J. C. Armstrong, of New Westminster; G. H. Webster, president of the B. C. General Contract Company; J. B. Hobson, of the Cariboo Consolidated Mining Company; B. S. Heisterman, J. C. Newbury, Hon. Abram Smith, Wash Shakespeare, A. W. McMurtry, J. T. Deaville, Johns Bros., G. H. Johnson, George Snider and Dr. E. Hall. There are others identified with the concern but the names given should be sufficient to convince the most skeptical that the enterprise is an actual fact and will be carried through upon a scale which should ensure returns in the shortest possible time, and what is more, in a way that is likely to contribute materially to the welfare of Victoria.

In regard to the properties over which the syndicate has obtained title there is no doubt in the experienced men that it is well worth the money expended in its development. Some of them, however, are already in shape for operation. All that will have to be done is to install the machinery and commence operations. This is the case, for instance, with the lime and sand proposition, which is situated just seven miles from Victoria, between Parson's Bridge and Langford Plains on the E. & N. line. It formerly was in the hands of Atkins Brothers, who run it at intervals, but never regularly. The new management intend putting in a thoroughly up-to-date plant, one that will turn out 20,000 bricks a day, if necessary, and at the smallest possible expense. The article published in these columns and referred to at the outset described the operation through which the raw materials, lime and sand, were to be converted into the marketable article. It is full of interest, and to those who

peruse of all strangers arriving there has been instituted. The capture of bombs here is regarded as of the utmost importance and it is believed that the frustrated designs of the revolutionists to convert St. Petersburg into a second Warsaw. Enough explosives to annihilate an entire regiment were seized.

A band of Polish experts came here recently for the purpose of instructing the local Terrorists in the best methods of using this material. The throwing of a bomb at General Starkey, which Governor Stolypin has described here as the act of irresponsible local revolutionists anxious to strike a blow at authority in general, and not the result of a decree of the Terrorist organization. Starkeywick has the reputation, even in Radical circles, of a fairly mild and unobjectionable bureaucrat. He never rendered himself odious by special representations.

MCKEOWN ELECTED.

To Board of School Trustees Yesterday by Substantial Majority.

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SIR THOMAS LIPTON.

Entertained by the Mayor and Citizens of Chicago.

Chicago, Oct. 5.—Sir Thomas Lipton was wined, dined and applauded at a banquet given for him by the mayor and people of Chicago at the Chicago Athletic Association. The Commercial Athletic Association will entertain Sir Thomas at dinner to-morrow.

Earrings are perhaps the oldest form of jewelry. They are mentioned in Genesis in Jacob's time.

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SHIPPING

OVERFOURTEEN VERTILTY OF THE PROPOSAL TO COLLEGE

Winnipeg, Oct. 6.—Over 100,000 bushels of western wheat, of which 50,000 have been shipped to P. R. lines, are expected to be up to date this week. The 14,420,000 bushels of wheat, of which 4,420,000 are expected to be up to date this week, are expected to be up to date this week. The 14,420,000 bushels of wheat, of which 4,420,000 are expected to be up to date this week, are expected to be up to date this week.

Meaford, Ont., Oct. 6.—A despondency, brooding over financial matters, a married man, a shot himself through the heart at Centreville.

Montreal, Oct. 6.—A possibility for the re-organization of the National Congress of the North-Western, and other W. A. Weir, mill and labor, regarding a college in Cuyon, chief fact province of Quebec.

Windsor, Ont., Oct. 6.—A lumber mill have been awarded supply all the lumber for the construction of the Michigan Central Detroit river, probably run from eight to ten.

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