This Page

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NSON STREET-5-roomed cotge, modern conveniences; lot 60x120. ice, \$2,500. TNAM STREET-5-roomed cottage,

ONT STREET-Victoria West, 6med dwelling, modern convenien-; lot 47x100. Price, \$1,650.

MES BAY--One block from Beacon Ill Park, modern bungalow, containthree rooms and bath upstairs, ble parlor with sliding doors. eakfast room, large reception nd kitchen on first floor. Full-sized nent with hot air furnace; gas, ectric light; hot and cold water t 50 x 150. Price for a few days

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TIES. NZIES STREET-9-roomed dwelland large lot, 70x140 feet. anded with shade trees. Price \$4,500 EBEC STREET-7-roomed dwell-

g, close in, first-class order..\$3,150 LLAS ROAD-Large corner and 7ned cottage, modern conveniences JTH TURNER STREET-New odern bungalow, close to beach d nicely situated. A bargain at

NCHARD AVENUE - 6-roomed elling with lot 50x133 feet, and ar entrance. On terms\$2,300 RDETTE AVENUE - 7-roomed dern dwelling on exceptionally sy terms ... EDONIA AVENUE - Two-story velling with brick and stone fountion, nicely situated and on car

BAY DISTRICT - 8-roomed ling in good shape, paneled dinroom, hot and cold water, lot 50x feet. Cheap at\$2,550 TTERY STREET, near Beacon Hill old two-story dwelling and lot x120 feet. A bargain at\$3,300 DUIMALT DISTRICT - 6-roomed ngalow with large attic, bathroom. ntries, sewers, open grates, etc., ery large lot. Exceptionally well uated and close to car line. \$4,000 W STREET - 6-roomed modern use with lot 60x120 feet\$3,700 CCIAL FOR QUICK SALE-\$800 purchase 3-roomed house and 50 feet by 120 feet, just outside city limits.

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ce new Bungalow and three lots, se to trams, all completely modern good. \$1,500 cash, balance at 7 Purchase price, \$3,150.

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EAD VICTORIA DAILY TIMES

BREWSTER SPOKE ON RAILWAY BILL

AN ABLE STATEMENT OF LIBERAL POSITION

At Early Hour This Morning the Measure Passed Second Reading

gislative Press Gallery, March 4th. nutes past one this mornonfirming the government' th the Canadian Northern m side H. C. Brewster, J.

evening, when Mr. Brewrailway proposals. The to any development. rney-general closed the de-

ech which was posi-Liberal party, and in which C the government also spoke from the owever, he is a valuable ne private bills committee. in opposing the bill, and laid

sed of the second reading of grade has been found.

other matters were disposed of pening of the sitting, includon, tramway inspection and transfers of stocks bills.

> bears I would point out that it is ast days are in sight that brings before the House let for the wheat of Alberta, which at least fifty miles during the first form the labor, and with the feeling paramount piece of legis- helps British Columbia little, but Al- year, seventy-five miles during the sec- that this province must, despite this session. Being a lawyer berta a great deal, which is brought on and one hundred during the third, contract, go on with a policy of der will agree that, the consigned, it would be a matthe canyon of the Fraser, and which, signed, it would be a matfew days' work to draw in spite of the visionary ideas of the year. This means that they may come the ways work to draw in spite of the visionary ideas of the year. This ways work to draw in spite of the visionary ideas of the bill for presentation in the council of the Board of Trade. I cannot understand how that country which he described to us spent the cost required to build this sition on the second reading that it is victoria, B. C., March 4th, 191 of the bill for presentation premier, having appealed e on the strength of this facts stand out clearly that the railway built so much. Why not make it necesow that this was the chief another province instead of our own, d allow it to hang back till and runs through barren places inis is a bill of importance stead of opening up fine districts. ple, and it would have to bring it in early and I e members and public look anteeing this very same road in its and of getting through it Michigan to furnish an outlet for ing might be found in it.

in which he is premier.

though such a sweeping

leader and his railway

ays into the great val-

ducing the bill, and as Why did Premier McBrides not adopt the hard places, rushed the same view in this case and instead the same view in this case and instead the same view in this case and the same view in this case and instead the same view in this case and in the same view in the s whole with that ora-which he is premier the joint benefit of the C.N.R. and Alberta, let Alberta be asked to develop its own province by bonusing this road. the bill on its merits, I spapers have interpreted Pritish Columbia is not justified in exof the member for Esquihausting its credit in bonusing a sysnitting me to the bill. views do not coincide member for Esquisimply for the benefit of the province beral party has fundaand the railway I have named. whole arrange-

Passing on, we find something said not pose as an expert in political econat from the good of the osition the Liberal party better one for the prothat policy? It was spected for ability and integrity, on that policy? It was the question of bonusing this railway need for development the question of bonusing this railway with government as guaranteeing its bonds is sound great val- enough to admit of no argument be-which re- ing made that this contract will no facilities; for develop- injure the credit of the province. policy which has been believed it would, and rather than have the record he had made for himits general scope. It self by bringing the province's figances the premier declared that we shou pamphlet written by isto a healthy state he resigned his have the Manitoba control of rates. Colonist along that portfolio as a protest. It stands to

evelopment League. In credit of the guaran credit of the province.

The shear The speech of the premier was of the premier was the premier said he would give the sentation of this city. The three junior people control of rates, or anything in I notice in a book of members for Victoria could not have his power if they would vote for Dr. sued by the government, read this bill through very far, for it Morgan. Upon the same plan as Manithe splendid lands, fine, they had they would have been writing toba we would have control of rates agricultural pos- out their resignations to hand on to actually, or a three-cent passenger

proclaimed that aid to railways on told repeatedly that construction in condition of development has been ac- British Columbia was part and parcel

land to be developed. If there are such wonderful stretches of country in that part of the province it is strange that the premier's colleagues from Victoria in the government handbooks this particular, section is not mentioned. A error and cheered just the same, man who has been there for three Mr. McBride—They all knew. years, in conversation with me does

evelopment railway. able speech, setting that like Kipling's "Absent-minded Section 7a says the company shall lo-

c at times in its bitterness carried by the government by Came in for frequent hard came in his best came in the maintenance can building. The day of government of the Canadian Northern between bill through, and when we put this came in the he directed against all zation of the party that was able to

The Premier speaks now of this railway extending into the Okanagan, the Terminal City, expressed Similkameen and the Boundary, speaks the Terminal City, expressed of competition with the disposal of the estion. Mr. Ross, as usual when ks, made his auditors wish that id make himself heard in the agree often. Though he does not ten lowever he is a valuable. We have talked of a retired way. When Liberals talked of a railway through the Hope mountains we were admirable chall- shown how foolish it was, and yet the Premier now claims that the introduc-Hawthornthwaite joined Mr. tion of this bill is already bringing he bill, and laid while ago was impossible. While the ligations the province was Premier and Attorney General pointed al obligations the province was taking to obtain a raflway line mountains was little more than a to before the contract, not as it was when originally constructed. Evidently the mountains was little more than a to british Columbia government thought dand have nad its rates subject railway commission. us of roads coming down it, and that liately after the C. N. R. bill in fact less than a three per cent.

ine being part of the Liberal would be developed, as was the Libn the general election, and the eral policy, we find that the Premier ialist members were alone in allows a contract to be made that will bring that road down through many miles of the canyon of the Fraser and barren country. The attitude of the government is that of the big fellow; pening of the sitting includ-readings of the Prince Rupert tion transpay inspection and the number of followers we have: there is no further argument." But there is further argument, and the is

> Benefits Another Province. dealt with in this contract develops sary to build so much each year.

Premier state very distinctly that Premier Roblin of Manitoba, in guarthat did not run through the province.

of a little in the Yellowhead Pass and down the North Thompson, very little typographical error: Mr. Brewster-I am glad to hear i was an error, but it does not relieve

Mr. Brewster-In sub-section "b" of with other sections, it offers poor op-portunities indeed. So in location this in the city of Victoria to a point on allway does not fill the demand for a or near Barkley Sound, approximately 100 miles. This section is of particular

osition objections to the Beggar" he forgot his promise, and cate and contruct the lines by the doubtedly take all the advantage they like many other promises of the Premier's that one went unfulfilled. But a deviations as may be deemed necessary Section 13 is deviations as may be deemed necessary for any development.

Alberni went into the decontract as closely as time few months ago, with a haste that the interest of the province. In policy of railway building evelopment of the province at policy of railway building evelopment of the province at the interest of the province at policy of railway building evelopment of the province at policy of railway building evelopment of the province with the McBride policy avagant aid to a road which do of miles traverses a porter province which can never to any development.

Section 13 is another peculiar clause, but only as others are peculiar in that there is no satisfication. For the location of the line. We were told this road was no other railway in Canada has got from a provincial government, and a loan to pay deficits of interest in the first three years of operation, but it is to be exempt from taxation.

The contract also as may be deemed necessary in order to avoid serious engineering difficulties. In that there is no satisfications as may be deemed necessary in order to avoid serious engineering difficulties. In that there is no satisficulties. In that there is no satisfications as may be deemed necessary in order to avoid serious engineering difficulties. In that there is no satisficulties. In that there is no rushed through an election, called a seession and in these closing days of the session lays the bills on our desks they are 10-day.

The contract of run around a stump, they get \$35,000 a mile, so what do they care; and they are not restricted as in the Manitoba case.

Is to be contract of the provision giving running rights over this road we are building. The day of government the Manitoba case.

for neguent nard in the government by the railway policy. I do not believe that the keenest opponent could put it in a stronger manner than that, that obscured the fact, that he did it was simply the overpowering organism. Notthern as it is to-day between those points, but "as the condition of that was able to diversely arguments by the party that was able to do not believe this important point to be noted, that this important point to be noted, that the surporters, even it is not the standard of the Canadian Notthern as it is to-day between those points, but "as the condition of that purpose."

Nothern as it is to-day between those points, but "as the condition of that purpose."

It was simply the overpowering organism to such a standard of the Canadian Nothern as it is to-day between those points, but "as the condition of that purpose."

On a constant of the assistance it does we will must be important point to be noted, that the surporters is a provision for that purpose. They foresaw that the government by the railway policy. I do not believe that the simportant point to be noted, that the surporters is the canadian Nothern as it is to-day between those points, but "as the condition of that purpose."

On a provision for that purpose. The provision for that purpose the provision for the purpose that the supporters, and the provision for the provision for the provision for that purpose the provision for that purpose the provision for the purpose that the distance is a provision for that purpose the provision for the purpose that the supporters are provision for that purpose the provision for the purpose that the supporters are provision for that purpose the provision for the purpose that th the government measure.

The government measure. shape and bring in voters to support it.

The Premier speaks now of this railshockingly bad, as travellers who have
bade that, but British Columbia has been over it in those days have told got no such control over the company me. That is the standard of quality it There is no hope held out that the from the new road, Compared with the contracts made by the prairie provinces with the C. P. R. it appears to me that with the C. P. R. it appears to me that end of the island has suffered because there is nothing short of a deliberate that not had railway construction, cut down in the specifications of the and who is more guilty than the preroad as contained in this bill. We are mier himself that is so? put away back, years behind the times, to a system and a standard that is obsolete. Saskatchewan's contracts specifies that the standard shall be that of the line between Winnipeg and Edmonton as it was in the last year before the contract, not as it was when originally constructed. Evidently the

> line, to construct, what is popularly is in 7d, in regard to the purchasing pany did not purchase under such conditions it would be a fool company. It food.

We have a railway bonused by the months and spend on the mainland line province which simply makes an out- a minimum of the cost equivalent to tion for those who are going to perwith magnificent flourishes. These much, although they may not have not in the interests of the province.

· Gold Brick For Victoria. It is provided that the company will erect and maintain wor kshops, repair miles of Victoria. In this section the ern terminus of such line." The company can build them in Sooke or Barkley Sound, but as to giving it to Vic- part of the province, toria it simply leaves the matter in this position, that if the company sees fit it may not build here at all.

The security of \$500,000 sounds big standing by itself, but when placed quimalt. It might be expected now alongside the \$25,000,000 or more that that that hon, gentlemen, having seen powers to lapse absolutely. that that falls in all these matters of competition and development, and is simply for the benefit of the province will have to guarantee, it is a mere bagatelle, a small sum insimply for the benefit of the province deed. The security should be ten per remembering that cent., it should be at least \$2,500,000. I find that the bill nowhere expresses n the contract of the control of passenger and freight rates. While I do way is unique in Canada in one know-

for the whole province. Control of Rates. ways. Towards the end of the campaign the premier declared that we should Premier McBride-Neither the attorsulgated by the Van- reason that the guarantee will hurt the ney-general nor any minister changed

his attitude in this regard, Mr. Brewster-In my constituency

we are to have simply the word enormous one, and such as was never street. All these lots have right of 'modify." In all common sense, if the province is paying so many millions is dian province or American state. Macpertaining thereto.

is to my mind peculiar. The company is to issue bonds, the principal and interest of which we are to guarantee, which we may have to guarantee for fifty or one hundred years, or possibly in per-petuity. "The company shall cause to be issued bonds, etc., payable in not less than thirty years." In other words the company may make them payable at any old time it wants. In the trust ot say it is poor, but that, compared clause 4 of the contract we find that instrument which the company is to the company is to build from a point give the provincial terminals are excepted. We should have a mortgage on the entire system on its tolls. This is a point of this contract which unon the Premier, and the Liberal party even got him to promise a special session for legislation. But you know will satisfy my constituents.

There is no intimation of what the mortgage is to contain nor what the form of the security is to be. The government allows things to go in this way of which the company will un-

Section 13 is another peculiar clause

is set up for this province to demand railway will be built to the north end

Nothing as to Labor, There is very little to be found in this contract in regard to labor. At least we should have a provision that fair wages should be paid and that Asiatics should not be employed. The Country. premier's only excuse for not doing so is the old bugaboo that if it mentioned Asiatic it would be disallowed at Ottawa. In the case of the E. & N. extension, when the opposition got a able to state definitely how it would benefit of the trade and commerce of is allowing it to build any sort of a posed of the second reading of posed of the second reading of making a contract that railway was passed. On this railway was passed. On this road through rich, fertile valleys, hardly expected to find that character-hardly expected to find the result of the country expected to find the result of the country expected to find that character-hardly expected to find the result of the country expected to find the country expected to find the country expected to find the country expected to is in 7d, in regard to the purchasing moved to fix the minimum, wage at of supplies within the province, and \$2.50. What has been the result of the from manufacturers, merchants and dealers carrying on business within the province, insofar as such purchases can have already told the House and inbe made upon terms and conditions formed the minister of public works in equally favorable to the company as those obtainable elsewhere. If the comminus a deduction of sixty cents fo

there is further argument, and the ready of contract, as it is before us, some hope for of detail and such great isstake I approach the subject.

The countract hears of stocks bills.

In the ready of the premier should have put in this contract, as it is before us, some hope for the province by bringing the new road stake I approach the subject.

This contract having gone through the contract hastily, having proven that it is giving such an enormous guarantee, pledging the credit of the province to such a tremendous extent.

The countract hastily, having proven that it is giving such an enormous guarantee, pledging the credit of the province to such a tremendous extent. In the countract hastily, having proven that it is giving such an enormous guarantee, pledging the credit of the province to such a tremendous extent. In the countract hastily, having proven that it is giving such an enormous guarantee, pledging the credit of the province to such a tremendous extent. In the countract hastily, having proven that it is giving such an enormous guarantee, pledging the credit of the province to such a tremendous extent. In the countract hastily, having proven that it is giving such an enormous guarantee, pledging the credit of the province to such a tremendous extent. In the countract hastily, having proven that it is giving such an enormous guarantee, pledging the credit of the province to such a tremendous extent. In the countract hastily, having proven that it is giving such an enormous guarantee, pledging the credit of the province to such a tremendous extent. providing that the company will com-having no adequate protection, having mence construction within three practically no control of rates, having within the hill itself no actual protec cripple our credit and retard that de-

Complimented Jardine. W. R. Ross, K. C., (Fernie) believed the premier had said the last word on the bill and that no criticism was coming from the opposition. During the election I heard the shops and roundhouses within three his constituency was not directly interested in this railway plan it was government is handing Victoria a gold indirectly interested in it by reason brick of much the same nature as it is of the immense development of its building lines in Ontario and even in handing the province in the bill. If the coal resources which he believed the ection stopped there it might be all building of the new road would bring Manitoba wheat, was doing what was right, but it goes on to say, "and which right, even when he bonused a railway it may establish at or near the southcoalfields and that within a year it would have a line into the southern

ment supporters in the approval given sessed value of owners' consent. quimalt. It might be expected now remembering that

"While the lamp holds out to burn The vilest sinner may return." way is unique in Canada in one knowing less of its equipment than any other road in Canada. I expect they will put on good trains on the main line, but on the rest we will get junk line, but on the rest we will get junk engines and old rolling stock. We past that his environment was one pleasure to him as whip of the Con- and completed within two years. should have a section forcing them to past that his environment was one keep their equipment up to standard not pleasing to his mind, and if did not find his bed-fellow from Alberni to his liking he could find more pleasing companions across the House. Section 8, in regard to the control of He had been the only member on the rates, is an interesting one, in many opposition side to show the elements leadership, and having convinced himself of the merits of the railway bill he came out and said so.

Mr. Ross quoted from the speech he made on the address in 1905, and ex- wharf, extending from the street lines pressed his pleasure that the govern- on the south to deep water, with a ment policy was working out along view to developing their commercial the lines he had then proposed. Closing Speeches.

J. H. Hawthornthwaite declared that holds out a warning tholds out a warning of the premier, remembering the pledges track it all the way vernment itself has natures before election. We have the concession the government itself has natures before election. ernment itself has natures before election. We have been ernment is making the people is that ity the province was assuming was an boundaries are at right angles to the grade, minimum \$730, maximum \$960.

the government had dealt equitably with all the interests concerned—province, railway commission, C. N. R. and C. P. R. The agreement was eminently satisfactory to Vancouver and the government was to be congrat-

eral party and its leaders in general, rence street. and at Mr. Brewster, as being the head (b) Bannerman & Horne, on Kingsnearest in sight, in all his old style of ton street, built a wharf and warepolitical address. Discussing the guar- house and carry on a large business in antee, he expressed his confidence that hay and feed, the Yacht Club without the government would never have to any authority or permission carry a pay a cent under it, but if it had to float over 20 feet in advance of Prince Rupert lands and vast re- barge to the wharf which, except at pening to speak of the Liberal railway ready dredged. map the attorney-general Mr. Jardine as carrying it. "I did not," the member for Esqui-

The second reading carried, as did also that regarding aid to the Kettle River Valley Railway Company, and at 1:20 a. m. the House rose

G. T. P. WHARF CONTRACT IS LET

JOHNSON & COMPANY WILL BUILD AT ONCE mond's wharf.

Work is to Be Rushed So as to Be Ready for the New Steamers

The contract for the new G.T.P. C. J. Johnson & Co., Vancouver and nel (as shown in red on the map) Seattle. The intention of the company | would offer a splendid site for railway is to have the work on the wharf docks, manufacturing establishments, shipbuilding, etc., and prove of inready for the arrival of the new steam- city and harbor, but it must be dealt ers now being completed in the Old with in a comprehensive manner. The MAY JOIN MINING

The contract is let at a rate for each section. This was made necessary by the fact that the company was not fair wage clause put in we tried to be built owing to the dispute as to its the port and city of Victoria, and

Council Approves Scheme of

Expropriation on Fore-

shore

ON INNER HARBOR

C. H. Lugrin, two members of th board's special harbor committee. One member of the committee is out of the city, and the remaining two being not take any part in the matter. The report in the letter is the work of the two members, and has the approval of

Victoria, B. C., March 4th, 1910. The President and Council, Victoria, British Columbia, Board of Trade: Gentlemen:-Your special harbor ommittee to whom was referred the ccompanying letter, addressed to the board by Mr. T. C. Sorby, beg to report having met Mr. Sorby and re-ceived from him some further explanation of the proposal which it is desired that this board should endorse.

With the object of safeguarding the public interests your committee would That the powers of expropriation

should not extend beyond four months from the passage of the act, and that The opposition offered to the bill in no case should they be exercised had one bright aspect to the govern- without a majority in number and as-That the purchase be completed

within eight months, otherwise the That the public lands, lots 570 B, beanot transferred to the company without an undertaking from the company to remove the same, and thereby widen the entrance to the harbor, such work (Laughter). It would be a great to be commenced within six months obtain statistics of school teachers'

> The letter from T. C. Sorby, referred to in the report, is as follows: Dear Sir:-I desire to call the attenicn of the Board of Trade to a proposition for the improvement of the

All of which is respectfully submit

south shore of Victoria harbor broadly, in accordance with a map herewith enclosed. A company is now being formed for the purchase of all those properties bounded on the west by the Chemical Works and on the east by Raymond's

From the enclosed map of that portion of the harbor between the Chemithere was no need to give any induce-ment to any railway to come to Brit-ish Columbia, and ridiculed the idea of you will note that the shoreline is women did not receive anything.

while rate competition is necessary, it is not the all-important factor, and that rallways for development are much more necessary.

Not a Development Line.

Let us consider the C.N.R. bill. It fails to rise to the place it should fill as a development rallway. It is plain that of the five hundred miles on the Mainland there is, with the exception of a little in the Yellowhead Pass and Trunk Pacific propose constructing JAPANESE LINER in time claim waterfront rights, as in the following examples:

(a) R. Ward & Co., on Eric street. sought to carry their lot 120 feet wide out to the rocks at the mouth of the bay; this was naturally opposed by Hon. Mr. Bowser hit out at the Lib- the owners of the lots on St. Law-

t had lands worth twelve millions at adjacent wharf, thus seriously inter-Point Grey, several other millions in fering with the approach of a tug or ources throughout the province. Hap- high water, must use the cut as al-

(c) Between the Yacht Club and-Warren's wharf (on lot 1282) is the "I did not," the member for Esqui-malt checked him quickly. "I had a Armstrong Brothers, The Yacht Club, map of my own."

"Oh! ho!" said Mr. Bowser, "that is light thrown on the policy of the Liberal party. There were two railway carry out their premises to the full extent of 60 feet in width, to a distance of over 20 feet in advance of the adiacent wharf, thus practically closing out this established industry of Armstrong Brothers and all access to the adjacent lots as laid before you in my let-

ter of the 27th October last. These are examples of what is taking place (and there are others under consideration) and demonstrate a state of affairs that needs radical alteration and immediate attention.

The remedy I submit is the consolidation of all these waterfront lots be-tween the Chemical Works and Laurel Point and from Laurel Point to Ray-

I do not see how this could be dealt with either by the federal government or the city of Victoria, and I would, therefore, suggest the incorporation of a public company for the improvement the harbor with power to expropriate Railway Act.

ed by Erie street, Kingston street, Montreal street, Belleville street and wharf in this city has been awarded to within the line of the deep water chan- is fast becoming a thing of the past. mense value in the development of the capital, I may say, is available.

In laying the matter before the Board of Trade I am inviting an expression of opinion as to whether such a course would or would not be for the whether such a company as is now un-der consideration would or would not mend itself to the support of the Board of Trade as representing the ommercial interests of the port and ity of Victoria. I have the honor to be, dear sir, your

edient servant, THOS. C. SORBY.

NEW YORK SENATOR DENIES CHARGES

The council of the Board of Trade Declares He Did Not Solicit a the New York office of the Granby Bribe in Connection With Bridge Legislation

Albany: March 4.-Yesterday was

distinctly Senator Allds' day at the bribery investigation. The defendant ccupied the witness stand from the pening of the session, and his direct examination was unfinished when adournment was taken. Senator Conger and his attorneys offered no intercuption while the defendant told a story that contradicted at every point Conger's assertion that Allds solicited and received \$1,000 for blocking legisation hostile to the bridge companies. "Absolutely false," declared the acused senator when Conger's testimony vas repeated to him, he not only de nied ever taking the bribe but insisted that there had been no conversation about such a transaction. Moreover, e asserted that he never met his acuser's brother Frank, the agent of the American Bridge Company, and said the first time he ever saw Hiram G. Moe was when he appeared on the stand at this trial.

TEACHERS' SALARIES.

Vancouver, March 3.-The question of school teachers' salaries was the most important matter dealt with by the meeting of the Women's Educational Club, which was well attended by the city teachers. The report of the committee apopinted at the last meeting to salaries in other cities showing that the majority as compared with Vancouver were paid a higher minimum and maximum salary, except in the case of the cities quoted by the school board, including Tacoma, Scattle, Toonto, Winnipeg, Calgary and Edmon-

Acording to statistics obtained from a report by the High school it was stated that the expenses for living were, on an average, 42 per cent greater than in any other city in Can-ada, and considering this important point Vancouver salaries were not paid at a higher rate than those in the cities already mentioned. Attention was drawn to the fact that on the High school staff of Toronto, four women were receiving salaries of over \$2,000 per annum, also that in Vanvouver the men on the High school staff received an increase of \$20 and \$30, while the

The minimum salary per annun

ACROSS PACIFIC

ARRIVED THIS MORNING

Inaba Maru Same Type as the Shinano—Trade Revival in Japan

After a stormy passage across the Pacific which delayed her considerably, the steamer Inaba Maru arrived. here this morning early and disnumber of passengers also debarked here, the steamer then leaving for Se-

attle. The steamer had in all 63 passengers, mostly Japanese, and 1,800 tons of freight, including 759 bales of silk. said that they had very bad storms. first Friday out from Yokohama and gale they were able to make only four knots, and this delayed them a good deal. The wind blew from the north and northeast, and it was intensely cold. To add to the difficulties the Inaba Maru is not yet fitted for winter voyages in the North Pacific. She has electric fans and all the appliances for keeping cool, but little provision for keeping warm. This will undoubtedly be remedied before another voy-

Captain Kawara was formerly on the Shinano Maru. He had a rough trip back to Japan when he last left this coast, the vessel being badly buffeted by storms. The result was that he arrived in Yokohama two days late. As soon as he got there he had to transfer to the Inaba and leave at once. Other captains managed to get several weeks' holiday in the transfer.

This is the first trip the Inaba Maru has made to this coast. She is almost exactly the same type as the Shinano and the Awa, but is two years older and development of the foreshore of than the former. Her officers and men are all Japanese that being one of the all lands in the manner defined in the terms of the subsidy on this route. She has good passenger accommodation as Such a consolidated property bound- well as large freight carrying capacity. Word was brought by the steamer that the trade depression in the Orient The Japanese Diet is arranging to re-

tire the government five per cent. bonds and to issue four per cents in their place, a clear indication that the credit of the country is improving.

CONCERN IN PERU

Report That A. B. W. Hodges Will Resign From Granby Concolidated -

stated that A. B. W. Hodges, loca! manager of the Granby Consolidated Mining, Smelting & Power Company, has resigned his position to accept the management of a big mining concern in Peru, South America, at a salary of \$50,000 per annum, says the Pioneer.

While local officials refuse to disclose eny knowledge of Mr. Hodges' intenns, and a wire from the Pioneer to company failed to secure any confirmation of Mr. Hodges' resignation. it is a well known fact that Mr. Hodges has received the inviting offer from the South America concern, and intimate friends state that he has accepted the position and will move to Peru in the course of a month. Mr. Hodges is at present on a trip to California on busiconnected, it is stated, with his new position. He is expected to return the beginning of next week. Mr. Hodges returned from a hurried trip to New York a few days ago, where he had been conferring with directors of the company. It is also stated that other officials of the Granby will ac-

company Mr. Hodges to Peru. A. B. W. Hodges has won for himself so slight distinction in the mining world by his achievement in designing, building and bringing to its present high state of efficiency in operation the Granby smelter-the largest copper reduction works in the British Empire and third largest on the continent He personally designed many labor saving devices that have brought the melting costs down to a minimum

When the Granby company was incorporated Mr. Hodges became smelter superintendent, and on the resignation W. Y. Williams as mine superin tendent four years later he was made general superintendent of the company's properties. In 1906 the ability of Mr. Hodges was further recognized by his being promoted to the position of local manager of the company.

That Mr. Hodges stands high as a netallurgist was evidenced last year gineer for the Shattuck-Arizona, at lobe, Ariz., on the recommendation of Louis W. Hill.

PRESENTATION TO CHIEF.

New Westminster, March 3. - The members of the city police force have presented retiring Chief of Police Mc-Intosh with a handsome leather suit case as a token of the esteem in which he is held. Acompanying the remembrance was an address signed by the members of the force expressing regret at the resignation of the chief, referring to his pleasant relations with the men during his five years of service and wishing him every happiness and access in future. Chief McIntosh was taken entirely by surprise but managed to express his appreciation of the gift and of the many expressions of good will and the good wishes of the force.

MONTREAL CLEARINGS.

Montreal, March 4.-Montreal bank learings this week were \$37,995,514 against \$31,670,302 in the same month