VICTORIA TIMES, FRIDAY, FEBRUARY 14, 1908



#### By Scottish Journalist Who Recently Toured the Dominion.

"Tell the home folk the truth only | more delightful of lucrative occupa about all you have seen in Canada. Do tions in this or any continent than that about all you have seen in Canada. Do not exceed that. If you tell them more they will not believe." "I shall be in-finitely well content if I can communi-tions of a fruit rancher. Ten years ago, when instead of 1,000 tons or more, not a single ounce of fruit was being sent out of it, suitable land in favorable cate a fraction of a thousandth part," positions, uncleared, was to be had alwas my answer to the speaker, a levelheaded Briton, who holds one of the most responsible positions in the Hudson Bay Company. He was my neighbor at the dinner given to us British journalists at Montreal on our home-"Had you not been West, ward trip. not had the testimony of the eye, the car, the understanding, I should say to you, as I do to hundreds who, com-ing from the East, call on me at Winnipeg. 'Go and see for yourself, form your own judgment. Afterwards I will gladly discuss Canada with you." My friend spoke throughout the evening not as a publicity agent, of whom there are, perhaps, too many over here, not as an unbalanced optimist, but as a man whose long, wide, and detailed ex-perience of the resources of the Dominion informed with authority his enthu-siasms. Conscious of Canada's shortcomings, her faults of youth and imma-turity, he is conscious, too, of her magnificent achievements, her still greater "When I am in Britain" (and he "calls at home" every year or so as a part of his 25,000 miles of travel per annum) "I preserve silence as to Canada, lest people should think I exagger-To those who have seen I speak. Five-an-twenty years ago, when we were a little uncertain as to the future, some judicious booming was, maybe, necessary. Now it is harmful. What we want is to facilitate observation, friendly intercourse. Let intelligent men and women come over and investigate such detail. The facts suffice. Inevitably they return to the Mother Inevitably they return to the Mother Country convinced that this is the greatest of Brotain's over-seas assets. The twentieth century is Canada's cen-

Cordially I endorse it, after having passed across the North American conplough in its varied development. "The Great Divide"—that is the le-gend that meets the eye of the traveller trict, at a point on the tranquil, hill-ramparted lake, where each summer on the direct route from East to West, when Quebec is some 2,500 miles behind him, Vancouver about 520 miles ahead. The arch on which the words are in-scribed is of the rustic-picturesque kind. To be imaginatively apt it should be simple and bold, hinting at some sreat printitive decision. At this place the C. P. R. unlocks the last gate of pass in the steamer are apt to conclude the Canadian Rockies, overcomes the final barrier of the "Mountains of De-spair." The track reaches an attitude of 5,229 feet, certainly the highest in Canada, possibly in the world. Beneath the arch the glacier stream forks and flows in one direction towards the and early fruit. Warm air ascends Pacific, in the other towards Hudson's from the water, which, unlike the Bay. Here, too, we pass from the large waters of the Great Lakes that ten province of Alberta into the still vaster province of British Columbia. From 35 degrees, retains a moderate tempera-Calgary, the cowboy city, the train has climbed up the foot-hills of the Rock-ies, through Banff, guarded by the Cas-cade mountain, through Laggan, near the three Lakes in the Clouds, up and on to where peak challenges snow-clad peak and tongues of glacfers show white in the sublicht of the sculutured white in the sunlight of the sculptured ravines. Uncogged iron rails have not don dealers he has received pressing to earth, where, if you will, the tangible meets the intangible, dream actuality. From this point the railway begins rap-idly to descend towards the wild and tortuous Kicking Horse Pass, so named in memory of the adventure of a Scotsyet borne human beings nearer to that applications for apples at top prices, great divide where sky materializes in- prices in excess of those paid for Wash-In memory of the adventure of a Scots-man, Sir James Hector. In 1858, when engaged on the Palliser expedition sur-vey, his horse kicked him, and, think-ing him dead, the Indians dug his grave. But, as he proved in New Zea-land, Hector had other work to do. He was resuscitated, after having discover-ed this relatively easy mass through ed this relatively easy pass through hold a prominent place in the great modifies are instructive: best not.); 11s. per 100 lbs. (the Canadian cwt.); pregnable hills. Recently a comm • Laggan, and fitly, for Sir James Hector —like his countryman, Lord Strath-cona-must be reckoned as one of the makers of Canada.

Canadians, not unwarrantably, de- ital. A man should possess at least plore and resent the ignorance of the \$5,000 (f1,000), plus enough money average Briton as to Canada, its geog- keep him for the first two or three raphy, its climate. Sometimes ignor-ance reaches the point of grotesque-ness. I am assured, for instance, that several eminent British medical men who visited the Dominion in the sum-to the full-a thrifty person, if he be mer of 1906 brought fur coats and seal- anything of a sportsman, can live commer of 1906 brought für coats and seal-skin gloves! No doubt, assuming the fortably on the Kootenay lake for 220 fortably on the Kootenay lake for 220 ber annum. Fish-unsophisticated fish that seem to court the table-are in plenty at his door, big game and small joinder was made in a Far West news- on the hillsides, and on his ranch he paper twe've months ago. Entitled "The Thermometer 95 deg. in the his needs of whatever he pleases in the ade," it ran

To come and see our little heat-wave | Columbia, can live the untrammeled

To fetch along his 'Lady of the Apples and pears produce from eight Snows.' '

Yet, however, crass be "insular ignorance" about Canada in general-and prices range from \$26 to \$30 per ton month by month let the Canucks be Plums, assured that ignorance is being illumconfident climate of British Columbia, apricots, figs, almonds, and several of the more delicate fruits and nuts have with, as capital, its "ever-green city" of Victoria at the gate of the Pacific. "Were I en route for heaven I should stop in British Columbia, and perhaps in a free-going, open-air life

the last few years, in considerable part Lord Aberdeen's venture in the Okan- lars (£80) net profit per acre seems a agan Valley, British Columbia has demonstrated its right to be called the years. Western Garden of Canada. For those The unit of exchange in British Col-

most for the asking. Prices have risen, however, and now, apart from the "waiting time," a definite minimum of capital is requisite. Lord Aberdeen's ranch in the Okanagan Valley, estab-lished in the nineties, is of about 10,-000 acres, of which 1,000 acres are under cultivation. He has proved indis-putably that fruit production in British columbia pays, and pays well, and for the very best that can be produced there is a ready market in the mining towns and the cities of the province, to say nothing of the growing cities of the Nearer West. Ten to twenty acres suffice for a fruit ranch; nay, two acres, intensively cultivated and planted with early strawberries are this amer said to have yielded a net profit of £600. But this must be taken as an exception. The present value of land for sale on Lord Aberdeen's estate -which I cite as a typical example-is \$175 (£35) an acre. Provision is made for parents and guardians who desire procure and have cleared and prepared a ranch for boys not yet ready to take poss take possession. Clearing, irrigation, the planting and tending of trees up to bearing point are undertaken at cost price, so that a lad can step into a ranch on which all the preliminary work has been done on a basis of long experience and the time of first fruits has arrived. The Okanagan Valley is in the "dry

belt" of British Columbia; irrigation is ssential. On the other hand, there are districts where it is said this expense in the vicinity of Nelson-an Aberdonian, whose aged father has just come tury." There can be no question of the justice of this gentleman's view. out to spend the remnant of his days that on the shores of the Kootenay tinent, and conversed with many of who have put their hand to the sands of acres are being prepared for fruit ranching. In the Kooténay dismorning the Kuskanook, propelled by ever, that the industry is as yet in its tea, is. to 2s. per lb.; coffee, about

phasize, cannot be started without capcan raise even thus early sufficient for shape of fruit and vegetables. "With "Will someone please tell Mr. Rudyard Kipling ten acres, an average head and a stout heart, a man can be a king in British life of a sportsman, working enough And tell him, please, in frozen verse or only to keep him out of mischief," exclaimed an enthusiastic rancher to me. to fifteen tons of fruit per acre, according to the variety, and average Plums, peaches, cherries grow as though by magic; grapes, nectarines, not continue my journey!" exclaimed a man who has crossed the Rockies eighty times within a decade. During 'varsitles, younger sons in search of fortune and commonplaces-is not in a result of the success attending general far away. Four hundred dolseasonable estimate after the first five

who seek a free, outdoor life in beau-tiful surroundings, with illimitable op-portunities for sport and a minimum of arduous labor, there are few, if any, cident may serve to elucidate the high

level of expectation. Not many weeks ago a young and impecunious Scotsman who reached Vancouver in search of fortune, left the tiny silver five-cent piece on the table as asknowledgment for the attention of the waitress who had brought him a cup of tea. She eyed it with interest, and said: "I guess I'll leave that there till it grows bigger." Money, in a word, is easily earned. I have said that much of the British Columbia fruit is eagerly claimed by the prosperous mining centres of the province, of which there are many. In most countries the miner it may be as a set-off against the sunlessness of his calling, is clamant in his demands for creature comforts, and he is ready to pay for them. It is not surprising, then, that with a mineral pro-duction which up to 1906 aggregated £55,000,000, and, whether in the direction of precious metals, of lead, or of coal, is wear by year increasing the market for fruit thus caused-to disregard for the moment all others-is a large and profitable one. In various parts of the province I made inquiries as to the in 1903 of a gigantic landslide from Turthe town and caused great loss of life, the town and caused great loss of life, in shape for commission after she Re Humboldt street loc ortion are employed in the lumber dustry and in coal mining. The demand for labor is much in excess of the supply, and there seems no likelihood In common with the general urther, as to earnings-contract men men (i.e., new hands) \$3.50 (14s.) a day. The average all-round wage of men employed in the coal mines during a ers would readily absorb 4,000 or 5,000 on the coast.

same; beef and legs of mutton, 9d. to

butter, 1s. per lb; cheese, 9d. per lb

sugar, 3d. to 31/2d. per lb; potatoes, 1d.

per 1b.; new apples in season, 21/2d. per

1b.; eggs, 1s. 3d. per dozen. Jams, pick-

les, etc., because of the high freightage

from the East-some 15s, per 100 lbs. I

pelieve-are expensive. Miners pay 10s.

other persons 16s., per ton for coal-

rather a soft coal, of course. Electric

light, generated by water power from

a neighboring river, costs 3s. per 16 c.

power is almost unlimited. As to this,

nowever, there are already danger sig-

nals. In many parts the felling of tim-ber on the mountains, and the conse-

quent rapid instead of gradual melting

f the snow, has perceptibly diminish

ed the, minimum volume of flowing

water. With the rapid development of

the lumber industry, forestation will

have to be considered, is indeed, already

eing considered, by the government, i

hear aright. At Fairie creek, not far

available water power is said in this

way to have been diminished within a

ammin

DODD'S

KIDNEY

PILLS

anne KIDNEY DISE

RIGHT'S DISEACH

mitations sold only

om Fernie, to cite an example,

few years by more than one-half.

10d. per lb.; best steaks, 1s. per



New Survey Steamer Will Take the Water on Saturday at Noon.

(From Tuesday's Daily). On Saturday at 12 o'clock noon the Dominion government survey steamer

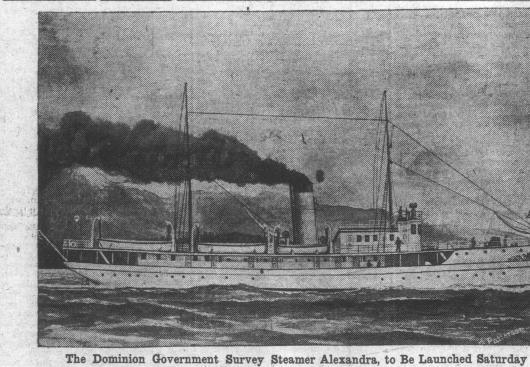
Alexandra will be launched from Bulprovince 1 made inquiries as to the average wage-earning power of the miner and of other workers, as to the demand for skilled and unskilled labor, and as to the cost of living. Instead of general statements, it may be well to give some figures relating to a particu-position in the local legislature. At the lar place. Take Fernie. It is some thirty-five miles from Frank, the scene pagne on the bow of the Alexandra. About two months it is expected will dermentioned subjects, beg to report

as is indicated by the present aspect of takes the water on Saturday. The ma-bouldered devastation. Fernie, as re-chinery will be put in her and the up-1. R

in the mines get \$5 (20s.), company's built either in Victoria or Vancouver. shire road. present some 3,000 tons of coal per day are taken from what is said to be a The Alexandra has been constructed 3. Re communication of D. H. Bale et. al., for a permanent sidewalk on practically inexhaustible supply, and, apart from further developments, the railway companies and other consum-dated area in the super structure of the struct

1. Recommended that the city engin built after the fire which all but anni-hilated it five years ago, has a popula-tion of 5,000, of whom a considerable Capt. Musgrave, this summer, so that considerable hydrographic work will be buildings on lot 352, block 25, and when accomplished with the Alexandra and such plan is prepared that the build the Egeria both in commission. In common with the general policy of a reduction in wages as a conse-quence of an influx of men. "Greencan, I am assured, obtain work im-followed by the Dominion government other buildings, rediately on arrival at \$3 (12s.) a day. under the Liberal regime, and all the vessels for use on the coast have been Kay for a water service on New Hamp-The only exception was that of the motor lifeboat, a work which it was ployed in the coal mines during a impossible for local firms to do, more in the water commissioner's report of especially as no delay was to be per-

the facts.



tons were they forthcoming. The lum COUNCIL WILL

HAVE NO CABINS Plan. 4. F **GENERAL BUSINESS** WAS TRANSACTED

Various Reports Received at Last Night's Sitting of Mayor and Aldermen.

(From Tuesday's Daily). For over two hours J. S. Yates, the solicitor, and several other people who were interested in the scheme to erect cabins on Discovery street, waited in of Robert street as complained of in light per month, a customary method the city hall last night until the count charging in Canada where water cll arrived at the order of business inst., will be remedied. which allowed Ald. Mable to introduce his motion to rescind a previous order. At the end of that time the council decided they would not re-open the question, and Ald, Mable, even, did not support his own motion by his vote. The only one favoring the re-opening of the question was Ald. Pauline, who thought the appeal should be heard, even if it were not granted.

Ald. Mable said he had introduced as he thought himself badly treated.

ing. He thought it a shame that such uildings should be erected anywhere maging to the surrounding property. They were always occupied by single Harbinger avenue. That they be intary and should not be allowed anywhere in the city. If the petitioner number of buildings are erected on said ught he had a legal right he could street to warrant the same being done. take action. The cabins were a menace to morality and public health. Ald, Fullerton said the policy of down on Alfred street between Fern-wood road and Stanley aveune.

had been adopted should not be changed. They were advised that they could informed that the matter will receive prohibit such objectionable buildings, the early attention of the council. and he was opposed to re-opening the aestion. Ald. McKeown and Gleason also spoke Dallas road be extended easterly for a distance of 85 feet, at an estimated railroader, killed Patrick Murphy at C. P. R. Telegraph Office in Vanc against the motion. J. S. Yates, who was present, said that Mr. Lavelle had 12. Recom

work carried out accordingly. 5. Communication of F. F. Hedges een forced to take desperate chances box drain Simcoe street, between working through treacherous winds St. Lawrence street and Montreal letter was referred to the streets comand enraged seas off the South Amer mittee. Recommended that he be informed ican promontory going from one General Business. ocean to the other unless choosing the that the matter is under considera-On the request of R. Campbell, J. L. onger route by way of Cape of Good Beckwith and Herbert Ashton, an 6. Recommended that Mr. D. G. Mc-Hope. extension of one week was granted for Announcement has been made that Beath be informed that the condition the reception of tenders for creosote. a company is being organized in Den-Seven or eight tenders have been almark to establish a complete to his letter to the council on the 3rd ready received. service in the Straits of Magellan, th J. F. McMunn wrote asking to be narrow channel running between th 7. Communication of Mr. E. Tren-berth re condition of Davie street. sent back to England, to be given work, or sent to the Old Men's Home. mainland of South America and t islands of Terra del Fuego which has Recommended that the petitioners be It is probable that arrangements will informed that the city will undertake been given much prominence be made for him to go to England. owing to the movements of Uncl the improvement of this street provided On the advice of the city solicitor majority of the property owners in- the claim of C. J. Brown in regard to Sam's navy. terested will petition the council to water running over his premises will Promoters of the scheme assume that owners of sailing vessels will be have the work done under the local be resisted. willing to pay liberally to have their improvement plan. The tender for cordwood was grantvessels tugged through the straits in 8. Re petition of H. T. Knott et. al., ed to Simmonds Brothers, of the city, for the grading, macadamizing and con- at the rate of \$3.40 per cord. reference to risking them in the un certain elements off the Horn. The structing of permanent sidewalks on Applications for a revision of salarthe motion in order to give the gentle-man in question a chance to be heard road and Stanley avenue. new company proposes to begin busi-ness with a capital of about \$800,000, ies were received from the staff at the library, and the lamp trimmers. These Recommended that the petitioners be and if this money is not all for were laid over until the estimates Ald. Henderson said he was still of informed that the necessary steps are should be prepared. ing in Denmark, other countries will be asked to assist. A fleet of 10 powerthe same opinion as at the last meet- being taken to have this work done. ful tugs will then be sent out to make 9. Re petition of the National Fin-ance Co. et. al., and communication REPORT IS UNTRUE. its station at Punta Arenas in the in the city. No buildings were more from Mr. W. de le Maistre for the straits.

The second state of the second

therefore they were out of order. In justice to both themselves and the apolicant they should hear the appeal. found on investigation that three so quickly. He had interviewed the petitioners and some of them had stated that they had been misled.

Ald. Hall thought it would be no favor to reconsider the question when they did not intend to grant the request. A strong petition had come in against it and he was surprised at Mr. Lavelle coming there again. Inspector Suspended

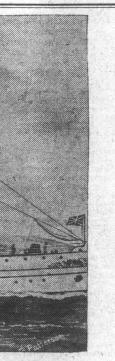
As required by the city regulations the Mayor reported the suspension of Sanitary Inspector Wilson to the council and his action in so doing was approved and the suspension made pernanent. The action was the result of a number of complaints that have ne in as to the neglect of his duty by the inspector. No reasons were given last night, but the whole council emed to be quite conversant with

Streets Committee. The report of the streets, bridge and sewers committee was adopted as

Your streets, bridges and sewers mmittee having considered the un-Re Humboldt street local improve-

et. al., for a permanent sidewalk on

that the city will proceed with this



work provided a majority of the property owners on said avenue will petition the council to have the work carried out under the local improvement

4. Re petition of D. H. Bale et. al., for a cement sidewalk on the north side of Fort street, between Elford street and Stadacona avenue. Your committee cannot see their way to recommend this short piece of walk, but if a majority of the property owners on the north side of Fort' street, from Elford street to Richmond avenue, are willing to have this work done on the local improvement plan, that steps will be taken to have the

improvement of Princess avenue and

10. Re petition from D. McTavish et. al., requesting that a sewer be laid Recommended that the petitioners be 11. Recommended that the sewer or

not yet appealed to the council, and laid on Pandora avenue, east of Bel- rendered.

Estimated cost \$150. All expenditures contemplated in the Estimated cost \$150. foregoing to be subject to favorable report thereon by the finance commit the matter, and that, he thought, was the reason the action had been taken Clerk's Report.

> The city clerk reported as follows: Gentlemen,—I have the honor to in-orm you that since the last meeting COMPARISONS MADE of the council the following communi ations have been received and referred to the streets, bridges and sewers nittee for report, viz. Walter H. Smith et. al., requesting

that Alpha street, between the Burn-side road and Saanich road, be graded inder the local improvement system. B. L. Lamont et. al., requesting, o ehalf of the signers of a petition to the Tramway Company, the influence of the council towards obtaining the equest in said petition, the said petion relates to an extension of the ramway line to Stanley avenue Wm. Oliphant et. al., desiring that a oncrete sidewalk be laid down on Vancouver street. Plimley Automobile Company, call-

ing attention to the dangerous state of the lower end of Moss streeet, caused prises the entire coast from by a projecting manhole, and enclosbill for damages, amount to \$22.62. r bill for damages, amount to \$22.62. Thomas Jelfs et. al., desiring the re-oval of the city pound from its pre-Thomas Jelfs et. al., desiring the resent site. J. H. Franck, re surface drain, Davie

street. John B. Lovell, asking that a concrete sidewalk be laid on the east side of Cook street between Yates and C. J. Paget-Food, re condition of

need ave Peter Walker et. al., desiring a sewrage extension on Dalton street. Geo. R. Brown re sewer for Har-

oington avenue C. W. Owen re sewer for Oscar street.

Insurance Report.

| The city assessor reported the<br>collowing amounts have been reported the<br>pop him on account of Ynsurance<br>lestroyed fair buildings, being<br>amount of insurance due the cit | on the<br>the ful |
|---|-------------------|
| London-Liverpool & Globe \$   | 1,995.5           |
| Hartford  | 2,175.2           |
| Scottish Union  | 1,740.1           |
| Queens  | 435.0             |
| Anglo-American  | 1,305.1           |
| Western   | 435.0             |
| London Assurance  | 870.0             |
| British-American  | 870.0             |
| Atlas   | 652.6             |
|   | Constant of the   |

Tramway Extension. The petition respecting the extension of the tramway system in the Spring Ridge district was endorsed, and a opy of it sent to Manager Goward. Dominion Fair.

A letter was received from Hon. Wm. Templeman in answer to a request asking him to use his influence to have the Dominion exhibition held in this city. The letter was as follows: Office of the Minister,

Ottawa, Feb. 4, 1908.

.\$10,478.75

Dear Sir:-I beg to acknowledge reeipt of yours of January 28th, containing a resolution passed by the city council of Victoria, regarding the holdcouncil of Victoria, regarding the hold-ing of a Dominion exhibition at Vic-toria in 1909. While appreciating the desirability of such an event in Victoria, I beg to point out that there is a difficulty ing of a Dominion exhibition at Vicwhich will be met with, which I am if constructed, could not be built for less afraid will be insuperable; this is the than \$100,000. fact that it has not yet been decided to continue the grant to agricultural associations for a Dominion exhibition. and if it is continued it would not be the turn of British Columbia for several years to come. Ontario and Manitoba preceded our province in the holding of Dominion exhibitions in the past, and would likely do so again; besides, all the provinces have not yet had their first turn. W. TEMPLEMAN.

Request From Club. A communication was received from the secretary of the Union Club asking for permission to erect an awning over the sidewalk, and also asking on what terms they could secure presence of the ch ngine on the occasion of their hig hall. The request was granted and the matter of chemical engine referred to the firewardens.

A communication from Miss Pachelle was referred to the streets con Want a Lease

Bond & Clark wrote as follows: "On behalf of clients we write to know of what basis you would lease the flats at the rear of the Empress hotel for the erection of swimming baths, winter gardens, aquarium, large auditorwould offer to a strong company taking hold of this proposition." The

#### ountess Hadik Denies Engagement of Mrs. Cornelius Vanderbilt to the Count.

Vienna, Feb. 11 .- Countess Hadik vesterday informed the Associated Press correspondent that she knew nothing of her brother Alexander's reported engagement to Mrs. Cornelius Vander-get through at all. Steamers take a bilt, of New York, and that she was vantage of the straits whenever I confident the report is untrue.

#### KILLED IN ARGUMENT.

Harding, Wash., last night in a drunken ended that a sewer be argument on religion; Carrell has sur-

No - AL

# PACE IN LIGHTS

## WITH UNITED STATES

### American Auhorities Point Out Difference of Policy Between Two Countries.

The annual report of the United States ghthouse board gives statistics hirteenth district which will terest to the many marine een endeavoring to coast from Puget Sound to Althe Post-Intelligencer. This dis Oregon to the norther Alaska. Included is the coast. To make the navigable sea ways of this

istrict safe for vessels there are orty-five lighthouses, twenty-eight signals operated by steam, not : engines; six fog signals clockwork: two gas-lighted tion, nine whist tion, nine whistling buoys and i buoys in position, 322 other buoys tion and four steamers to care for supplying of lighthouses and ren nstruction work. The above not include post lights, of which there are forty-five, the Umatilla reef light ressel and the relief light vessel, and day r unlighted beacons.

The point which marine men have en phasized again and again is the lack lights along the great expanse of Alaskan coast wherever American terri-tory touches the sea. Where the sea tory touches the sea. Where the sea coast belongs to Canada all mariners ad-mit there is a sufficient light and ample

Along the Alaskan coast the map of the district shows seven light and fog signal and ten lights on the inside passage North of Chicagof Island, along the im mease stretch of coast from Skagway to Point Barrow, there are two light and for signal stations, on Unimak Island, an othere one to be built of the stretch of the stretc other one to be built at Cape Hinch prook and two fixed lights on Cape Ste shows that a light is to be established. The department has recommended the establishment of a lighthouse and fog signal station on Eliza Island, at the e trance to Bellingham bay. At Batte Point, opposite Seattle, an effort is mak-ing, says the report, to secure a suitable site for the construction of a fog signal station. The act approved June 28th, 190 appropriated \$6,000 for this purpose, ar an act approved February 26th, 1907, appropriated in addition \$8,000 for this pur-

committee asking information on the construction of a light and fog signal

The Senate committee has written the board for its recommendation on the establishment of a light and fog signal station at Cape Spencer, at the entrance station at Cape Spencer, at the entrance to Cross Sound, Alaska, and the board answered that the needs of commerce now justify the erection of such a station. The Cape Hinchinbrook light and fog signal station has already had an \$175,000 approriation, and in order to satisfy the con ract the board recom ends the furthe appropriation of \$50,000. The report gives an account of a number of minor altera-tions and repairs to various light and fog signal stations, buoys, beacons and warn ings in the district.

## AROUND CAPE HORN

#### Danish Company Proposes to Have Tugs Stationed There for Windjammers.

Terrible experiences in doubling Cape Horn in sailing vessels will probably soon be a thing of the past. For windjammers encircling the rears globe in the world's commerce

Shipping men are of the opin with favor that the scheme will meet for it will undoubtedly have a dency to reduce insurance as well saving much time. Frequently are detained several weeks and sort times months in getting around Horn. And not a few vessels fail tible

#### WIRELESS APPOINTMENT.

Ottawa, Feb. 10 .- Jas. H. Field, of th ver, has been appointed to the charge of the Point Grey wireless station on the Pacific coast.

# THE DRAFT OF NEW AGREE

BETWEEN COUNCIL AND E. & N. CO

## Section Fifteen Has I tered-Other Change **Original Propos**

(From Tuesday's Da

The introduction of the b ow the C. P. R. to const Store street gave rise to liscussion. Ald. Henderson nsertion of a couple of the city equal control with mission. This was then Ald. Gleason asked be given to the promise of not to oppose any othe prossing their tracks, or them, if they were not be their capacity by the com On the matter of the opp application for a cross should at any time be app council were divided, the members voting in favor such a clause, and all th such a clause, and all the bers voting against it. It wi ion of those who opposed of any change that it wou difference anyway, and th be unwise to reopen the to in any way hamper the ment of operations at once the bulaw was passed The by-law was passed

its stages. The new by-law differs minor points from the of tract submitted a few mon city solicitors believe that more favorable agreemen reached in so far as the cerned.

Section 15, by which run were to be given to any pany, which was the most of n the old agreement, has out and the new section matter to the railway con decide the point of grant powers. An arbitration clause ha

and the railway compa obliged by section 6 to co towards the general rep. street. The terms of the agree

follows: 1. That it shall be law: company to construct a s railway on the portion of lying between the present the company and the la said block D, occupied for Albion Iron Works, acco said profile and plan, in forth in this agreement ar the approval of the city e to operate the said line of railway purposer, between above mentioned; also to branches from said line of the said premises formerly the Albion Iron Works, a any premises on Store str consent of any owner who consent of any owner who the same, and for the pur said to enter into and un street, and to do all necess tions and alterations up grade the said street, pro that the existing grade that the existing grade altered without the conse of the city engineer, and any consequent upon alte grade shall be borne by 2. That it shall be lawfu pany to cause cars and I be run along the rails 1 Store street as herein p 3. That it shall not be company to allow their upon the said street, an sion herein given shall the passage of the said notives along the in the street, subject on able obstructions to tra parties other than the c 4. That the company s the construction and lay line of railway forthwi execution of this agree grant of authority by nmission, and that hereafter the company the space of one month rails for the purposes templated, unless prever by law or by strikes; 0 down of machinery, or by fire or otherwise of bridges or other struct act of God, or by an which the company has permission hereby given ed to be revoked, and shall remove from the line of railway and al construction and rein street in a thoroughly and suitable for vehi traffic

5. That the company luring the construction railway line and the traffic on the same and pair or alteration of the due and proper preca safety of foot and oth and of horses and ca along the said street. 6. That after construof railway, or any which the company is zed to construct, the orthwith repair and street; all such work of endment to be done of the city engineer, a bute the sum of three (\$300) towards the gene said street, to be und dently with the forego roadway between the at least eighteen (18) i side of the rails shall kept constantly in repa any; and the company and keep in good repair such portions of any which may interesect railway, or any spurs the company is hereby

construct. 7. Should the remain way be damaged by re eration, repair or main said line of railway.

n reply to a letter from the Senate

station at the entrance to Resurrection bay, Alaska, the department has advised the committee that the needs of com-merce do not require this station, particularly as there are many other points