COST OF BRIDGING SEYMOUR NARROWS

Exhaustive Report Prepared by H. P. Bell, C. E., at the Request of the Minister of Railways.

At this morning's meeting of the council of the board of trade, at which the president, J. A. Mara, presided, a copy of the report made by H. P. Bell, C. E., at the request of the department of railways and canals upon the question of bridging Seymour Narrows, was received from Hon. W. Templeman, minister of inland revenue. Some duscisison followed the reading of the report, after which it was laid on the table until the next meeting, when it will be considered.

The report is as follows:

Ottawa, Ont., Sept. 11th, 1906.

Honorable H. R. Emmerson, Minister of Railways and Canals, Ottawa, Ont.

Sir,—Upon the 14th day of May, 1906, I received instructions from your department to make a report concerning all rail communication between Victoria, Vancouver Island, and the mainland of British Columbia.

A clear introduction to this subject will be found in a report of Sanford Fleming, then chief engineer of the Canadian Pacific railway, made to the Dominion government, and dated January 26th, 1874, part of which is as follows:

"In order to ascertain how far it may be practicable to reach Victoria, Esquimait, and other ports on Vancouver Island by a continuous line of railway from the mainland, a survey was made from Waddington Harbor at the head of Bute Inlet. The survey extended along the northwesterly shore of Bute Inlet to Valdes Island and passed over to Vancouver Island at Seymour Narrows; from this an exploration was made along the easterly shore to Esquimalt and to the harbor at the head of the Alberni canal or inlet.

"For a distance of about 50 miles from Waddington Harbor, the only course for the line is to follow the base of the high rocky mountains that extend along Bute Inlet. On this section a great number of tunnels varying from 100 to 3,000 feet in length, through bluff rocky points would be indispensable, and the work generally, even with unusually sharp curvature, would be very heavy.

"Careful examination has established the fact that to reach Vancouver Island from the mainland, the following clear span bridges would be required:

	Feet.
At Arran Rapids, clear span	1,100
At Cardero Channel, 1st opening	1,350
At Cardero Channel, 2nd opening ...	1,140
At Cardero Channel, 3rd opening	640
At Middle Channel	1,100
At Seymour Narrows, 1st opening ..	1,200
At Seymour Narrows, 2nd opening..	1,350

"The length of the section across the group of islands known as the Valdes islands, lying between the mainland and Vancouver Island is about thirty miles. The channels to be bridged are of great depth, with the tide flowing from four to nine miles per hour.

"In crossing the islands, heavy rock excavation, and probably a few short tunnels would be required.

"Taking everything into consideration, the work of construction on these eighty miles, lying between Waddington harbor and Vancouver Island, would be of a most formidable character.

"In Mr. Smith's report for 1872, (page 134) will be found an account of the examinations he made from Seymour Narrows along the west coast of Vancouver Island to Esquimalt.

"I have myself, made a general reconnoissance of portions of the country, and am satisfied from what I have seen and learned, that this line would be generally favorable with works of a moderate character.

"The whole distance between Seymour Narrows and Esquimalt would be about 160 miles; of this distance, 25 miles between the latter place and Cowichan would have heavy rock excavations. From Cowichan to Nanaimo 35 miles, the work would be somewhat lighter. The remaining 100 miles would be very favorable.

"An exploration was made from the coast line to the harbor at the head of the Alberni canal with satisfactory results. This examination showed that it would be quite practicable to carry the railway to the seaboard on the West Coast of Vancouver Island by this route.

"Whatever point on the mainland be selected for the terminus of the Transcontinental railway, there can be no doubt that a line along the eastern coast of Vancouver Island will, at no distant day, form part of the railway system of British Columbia.

"Vancouver and adjacent islands of the Straits of Georgia possess sources of wealth in coal and iron lying side by side capable of immense development. The eastern coast is believed to be rich in these and other natural resources for nearly its entire length. From Cowichan to Seymour Narrows, a distance of more than 130 miles, the geological survey has already obtained positive information, which leaves no doubt upon that head. The eastern coast of Vancouver Island in addition to its mineral wealth is known to possess considerable tracts of excellent agricultural land, the climate is salubrious, and with these elements of prosperity it cannot fail to become the centre of a large industrial population.

"It is quite evident that a trunk line of railway will soon be required from Victoria and Esquimalt via Cowichan, Nanaimo and Comox to Seymour Narrows, eventually perhaps, as far north as Fort Rupert, near the northerly end of the Island, with branches to Alberni on Barclay Sound, Nootka Sound and other good harbors on the western coast.

"To connect this insular portion of the British Columbia railway system, with the mainland, by a direct unbroken line, such as that projected across the Valdes group of islands, will be a difficult and enormously expensive undertaking. Until the traffic be to some extent developed and the prospect justify the outlay, a steam ferry suitable for railway traffic can be easily established between Vancouver Island and the terminus on the main shore, such as would probably for some time answer every purpose."

The profile and plans of the work to which this report of Sir Sanford Fleming's refers, were burned in the fire that destroyed the government, Canadian Pacific railway survey offices in Ottawa during the winter of 1873 to 1874.

These profiles were well known to some engineers, who examined them as a curiosity of engineering; there being no other profiles in the office for singularity of physical features and weight of work to compare with them. The profile was not only precipitous and vertical in many places, but in other instances overhung.

For the charter known some years ago as "the British Pacific railway" (being identical with the route referred to by Sir Sanford Fleming's report of 1874) some location survey work was done upon the Vancouver Island portion of the route. The result of this location work was to confirm the report of Sir Sanford Fleming with regard to its favorable features. In the year, 1895, a survey was made by the British Columbia legislature, which covered within its terminal points the 80 miles of line above referred to and caused their re-examination.

With reference to the grading of these 80 miles between Seymour Narrows and the head of Bute Inlet, the report of Sir Sanford Fleming, before referred to states that:

"For a distance of about 50 miles from Waddington harbor, the only course for the line is to follow the base of the high Rocky Mountains that extend along Bute Inlet. On this section a great number of tunnels varying from 100 to 3,000 feet in length through bluff rocky points would be indispensable, and the work generally, even with unusually sharp curvature, would be very heavy."

A prominent physical feature is the fact that the water is too deep and the natural slope of rock shores too precipitous for the making of embankments.

Under the circumstances, the only recourse is to cut the whole roadbed continuously out of the solid, which means that there is not sufficient room for good curvature without tunnelling, and bad alignment becomes a necessity if very heavy works are to be avoided.

It did not appear that these tunnels would be as numerous as the first line run suggested, provided that very sharp curvature was used to avoid them, but the fact remains that tunnelling is necessary for any alignment upon which a fairly good speed could be maintained.

At the head of Bute Inlet (like the majority in British Columbia) the water shoals suddenly, and there is no sufficiently wide area for anchorage. When the wind blows up the inlet for even a few hours, it produces a ground swell, in the shoal water at the head, that must be seen to be conceivable.

Being there on one occasion in a small schooner with an auxiliary propeller, it became necessary to anchor in the mouth of the Southgate river to prevent the masts going by the board. It is doubtful even whether the head of Bute Inlet is a fit landing for a ferry boat in all weathers, and it is not to be wondered at, that the late Mr. Marcus Smith, M. I. C. E., wished to have a ferry with one terminus at the head of Frederick Arm. The entrance to Estero Basin, Frederick Arm, however, is closed up by rockslide at low water, and would require heavy works to make it accessible even for a ferry boat. Works that might properly be considered as justifiable only for some place that might become a considerable centre of population.

But this also is unlikely because Frederick Arm and Estero Basin are nothing more than a salt water lake with precipitous shores and probably no anchorage inside; unfit for harbor purposes unless the building of a dock on a steep side hill with no natural piling ground, can be considered as sufficient natural advantages for a harbor. A better point however can be found at no great distance.

As regards the grading upon the thirty miles east of and terminating at Seymour Narrows, it is to be observed that the bridge crossings would probably have to be kept as at Quebec—150 feet above high water level.

With seven large bridges in a distance of thirty miles, it would not be possible to rise and fall between these bridges to any great extent, nor does it seem likely that a direct high level line could be found in so rough a country, or as Sir Sanford Fleming has it, "In crossing the islands, heavy rock excavation and probably a few short tunnels would be required."

The suspension bridges before referred to would require piers for the navigable channels of variable heights, ranging from 260 to 300 feet above water level. There would be 12 anchorages required for the cables of these bridges.

It was found in the case of the Quebec bridge that the quantity of masonry required for the suspension bridge designs was not greatly different from that required for the cantilever bridge. Whatever the style of construction adopted, so long as the requirements remained the same, the cost of the machinery would likely vary but little.

The superstructure of the bridges enumerated by Sir Sanford Fleming, and taken from actual measurements upon the ground after careful examination of the crossings, have been approximately estimated as regards costs. All of those enumerated except one of 640 feet span have been estimated as single track, stiffened suspension bridges capable of carrying the train load known as "especial heavy," see p. 52 of the Dominion government General Specifications for steel bridges and viaducts, bearing date 1905. This load consists of two engines and their tenders, which occupy a total length of 109 feet and impose an average load of about 6,954 pounds per foot run, supposed to be followed by an average train load of 5,000 pounds per foot. Each one of these bridges is supposed to have one main span, and two side (or approach) spans, the side span equal to one half the length of the main span.

The general dimensions of these stiffened suspension bridges from 1,100 to 1,350 feet, both inclusive, are as follows: Average width of the floors, 40 feet. Versed sine or sag of the cable at the centre of the span one-tenth of the span lngth.

The strength estimated as given these bridges is governed by the Dominion government railway specifications before referred to, where applicable, and where not applicable, as in the case of steel wire cables, the unit stress was taken at 40,000 pounds per square inch in reference to the fact that such steel wire can be procured with an ultimate strength of 100 tons of 2,000 pounds per square inch.

The type of truss chosen for the suspension bridges estimate, is similar to that designed by Mr. Gustave Lindanthal, Mem. Am. Society of Civil Engineers for the Quebec bridge competition; used also in his design for the Manhattan bridge, New York, and to he found described in a paper read by him before the American Society, Civil Engineers, New York, on September 21st, 1904.

This design has been approved by eminent engineers in modern practice, both European and American. It has one notable economical feature, namely, that the cables in addition to carrying the weight of the whole structure, form the top chords of the stiffening trusses, and admit of the greatest depth of truss at the quarter points of the span where depth of truss is required most.

It is a matter of public notoriety that the cantilever type of bridge was chosen for the St. Lawrence crossing at Quebec, and it has been stated by wel known authorities that for spans of 1,200 to 1,500 feet and over, that the cantilever is more economical than the suspension bridge, not because it weighs less, but because the lower price per pound more than makes up for the lifference of the greater quantity of material required. There is, however, an important factor to be reckoned with in making such comparisons, that is, the width of the floor required. A cantilever bridge 1,200 feet in length, properly requires by the Dominion government specifications a floor 60 feet wide; but a suspension bridge could be built with as much lateral stability with half the width of floor, due to the fact that its points of support are so much above its centre of gravity as to give it natural stability, that is to say, it is in stable equilibrium, and the cantilever bridge is not. When the load to be carried is perfectly symmetrical about the centre as in a single track railway bridge, the circumstances are favorable to the stiffened suspension bridge.

It may, however, be considered as sufficient for all present or practical purposes to obtain the cost of any well devised class of structure, as being approximately the same as that of any other of equal capacity.

With reference to the elasticity that belongs to a suspension bridge, a commission of officers of United States engineers have reported as follows:

"The army board devoted considerable attention to this question. It remarked that, the great distinction between the stable equilibrium of a suspension bridge, which cannot break down from the failure of any stiffening member, and the unstable equilibrium of a truss, arch or cantilever bridge, in which the failure of a member may involve the collapse of the entire bridge, ought to receive full recognition in the adoption of unit stresses and safety factors. Again, the board remarked that rigidity is in this case of much less importance than it is in most other kinds of bridges; indeed, it may be shown that a certain small flexibility is a positive advantage in suspension bridges; and still again, the board does not doubt that within narrow limits a certain degree of flexibility is an advantage to the bridge. Deflections in a system of stable equilibrium do not impair the safety of the structure, as they do in an unstable system like the upright arch, and they may exert a very beneficial influence in modifying the dynamic effects of a rapidly varying live load."

The late George S. Morrison, an eminent bridge engineer, past president, American Society Civil Engineers, wrote as follows:

"A long span suspension bridge necessarily changes its shape with every change of load, and changes, too, in such manner as to relieve local strains, every unstiffened suspension bridge having some shape of perfect equilibrium for every possible loading. These changes of shape play an important part in proportioning a suspension bridge, and so long as they are kept within limits which do not disturb convenience of operation, they are a source of strength instead of weakness. A suspension bridge must be permitted to change its shape within proper elastic limits, and this change of shape must be made the basis of calculations in proportioning the structure.

Mr. R. S. Buck, member American Society Civil Engineers, a well known authority on suspension bridges, says:

"The foregoing conclusions have long remained unquestioned, and are sound principles of design, established by practice as well as by theory."

The proportion that the weight of metal in the bridge cables (not including connections) bears to the weight of metal in the stiffening frames is almost equal.

The span of 640 feet previously referred to was estimated as a braced steel arch with steel approaches.

Instead of steel wire cables, there are those who prefer link and pin construction. The structural steel required for a link and pin instead of a steel wire cable will weigh about two and one half times as much for equal strength, the total cost is therefore not materially different.

The use of wire links as proposed in some recent designs permits of a variable strength and size of cable as required and saves material.

In favor of the link and pin construction, the heavier the dead weight of the structure in proportion to the moving load, the less the distortion, and the lighter in proportion the weight of the stiffening truss to that of the cable.

It would be possible to build a suspension bridge so heavy that it would not require a stiffening truss, but it might entail such a waste of material as to make it more economical to use the stiffening truss.

In making the attached estimate, the work is supposed to be of the same standard as that set forth in the last Grand Trunk Pacific general, and Dominion government bridge specifications, in fact, such a road as the government would build as a state enterprise, or such as the Canadian Pacific Railway and Grand Trunk Pacific are building with a good standard of traffic capacity in all respects.

It may be pointed out that previous survey prove that the same amount of money that would be required to make continuous rail communication between Vancouver Island and the mainland would suffice to build a railway with a first class car ferry, from Comox on Vancouver Island, and from the mainland to the summit of the Rocky Mountains at the Yellowhead Pass, a distance of about 477 miles, by the shortest yet explored route.

It should not be considered that the traffic capacity of the ferry would be inferior to that of the all rail connection, nor the time of transmission longer.

The time is near at hand when the traffic by way of Seymour Narrows will be much greater than at present. The rock in mid-channel at the narrows, which has often been spoken of as the site of a bridge pier, is an obstruction to navigation.

Would it not be much better in the interests of this navigation, to mine that rock with drill holes, driven from a crib, for 35 feet in depth, and blow it up at one blast?

It would still be possible to cross there with a suspension bridge of 2,800 feet in length, which is within the limit of strength of bridge material at the present time.

It would seem to e of more importance that this navigation be improved, than that a saving should be made in the cost of building a bridge.

Taking all things into consideration, it appears that the recommendation in favor of a ferry, made by Sir Sanford Fleming in 1874, will still hold good.

The waterway built by nature, with no cost to the country, may reasonably be considered a more perfect aid to transportation, than any road that ingenuity, aided by capital, can build, and to fail to utilize this advantage would not seem to accord with sound economical principles.

On the other hand, the building of a railroad from a well chosen point on the west coast of the mainland into the mountains, via the Yellowhead Pass, would open up to mining that country which is pre-eminently well suited for alluvial work.

There are three things necessary to successful alluvial mining, namely, plenty of water, plenty of fall, and plenty of gold bearing material. All those are known to exist under conditions of a favorable character in the territory referred to, and to require only the means of access to produce an area of mining that would be simply the sequence of that which took place in former days, when the waggon road was extended into Barkerville by the enterprising pioneers of that time. A very high opinion of the mineral wealth of the country referred to was held by the late Dr. Dawson, C. M. G., than whom perhaps no better authority could be given.

In British Columbia there is a large farming and ranching community between the coast and the Fraser river at Quesnelle mouth.

The establishment of a large mining community in the upper country would give this population a good market next door, and make the whole province as prosperous as it is conceivable that it could be made. When the miner and the farmer are prosperous the merchant who supplies them is the same.

I have the honor to be, sir,
Your obedient servant,
H. P. BELL.

Ottawa, Sept. 10th, 1906.

Approximate estimate of the cost of works required to make all rail connection between Vancouver Island and the Mainland of British Columbia:

54 miles of single line of railway, 4 ft. 8½ in. gauge, from Comox to Seymour Narrows, complete at $16,000 per mile .....$	864,000
80 miles of single line, same gauge, to the Mainland from Seymour Narrows, eastward, at $70,000 per mile	5,600,000
Cost of tunnelling on these 80 miles of line, say	1,400,000
Bridges.	
15,900 tons of steel wire cable, in place, at $301 per ton .....$	4,785,900
5,190 tons of steel wire rope, in place, at $349 per ton	1,811,310
40,600 tons of structural steel, in place, at $104 per ton	4,222,400
2,000 tons of steel castings, in place, at $200 per ton	400,000
Masonry, Concrete and Timber.	
152,000 cubic yards masonry, face work, at $18 .....$	2,736,000
152,000 cubic yards concrete backing, at $8	1,216,000
5,000,000 feet B. M. timber, at $27.	135,000
Add for omissions and contingencies, 10 per cent.	2,317,061
	$25,487,671

(The ton is 2,000 lbs.)

H. P. BELL.

Ottawa, Sept. 11th, 1906.

SPENT NIGHT IN WOODS.

Hindus Were Ejected From House Outside Vancouver City Limits.

Vancouver, Nov. 23.—One hundred Hindus were last night ejected from a house just outside the city and spent a very cold night lying in the woods with little covering. The city is arranging to house five hundred of them in an old cannery on the Fraser. The residents in the vicinity are making every possible objection, going as far as to refuse food to and otherwise hamper the carpenters who are making repairs to the building. The feeling in the out of town neighborhood is intense.

A PROPOSAL TO SUBSIDIZE LINES

RUNNING NORTH FROM NEW ZEALAND PORTS

Cruise of H. M. S. Pegasus to New Hebrides—Inter-Tribal War Continues in Interior.

According to the Sydney Morning Herald, received by the Miowera this morning, Sir Joseph Ward has moved in the New Zealand parliament a resolution in regard to the San Francisco mail service authorizing a further extension of the contract for three years, on condition of payment of not less than £15,000 or more than £50,000; that the postmaster-general be authorized to negotiate; that all payments by the Commonwealth of Australia to New Zealand to the service be paid to New Zealand, in which case the maximum payment to contractors may be increased to £25,000, per annum; that a larger and better class of steamers be placed in service by the contractors within two years, otherwise the postmaster-general may terminate the contract by giving six months' notice.

In regard to the British Columbia service, Sir Joseph Ward will move a resolution empowering the government to establish a three-weekly service for three years, with a maximum payment of £20,000 per annum, the vessels to be not less than 6,000 tons, with refrigerating chambers and chilled chambers for fruit and dairy produce; the time of voyage not to exceed 18 days.

H. M. S. Pegasus, which returned to Sydney a few days before the departure of the Miowera for Victoria after a nine months' cruise to the New Hebrides, reported that the punitive expedition landed last year by the Pegasus and the destruction by fire of the villages of Bullias and Nevarr have had a remarkable effect on the natives, who have since refrained from attacking the British and French settlers. The great trouble, however, is that the natives have been accustomed to being paid their wages in "trade gin," and the European traders, many of whom have no scruples on the liquor question, affirm that the natives will not work on the plantations for any other form of currency.

Inter-tribal wars, the officers of the Pegasus state, still continue in the interior without a day's cessation, and the mortality rate, particulars of which cannot of course be obtained, must be appalling. "Of course, these wars have been going on," one of the officers remarked, "before the memories of living men, and to stamp them out will be a difficult task. Both the British and French naval officers have impressed upon the natives the utter foolishness of these tribal wars, and when in theft sober senses they realize their folly.

"The destiny of the New Hebrides is to a very large extent in the hands of Australia," said one of the officers, who has devoted a good deal of attention to island affairs, "but it appears to us that the federal authorities do not realize their responsibilities. Throughout the group the British settlers told us of the disadvantages under which they labor—disadvantages imposed by their own brethren in Australia. Their products are subject to heavy taxes if exported to Australian ports, and they are called upon to pay exorbitant freights. On the other hand, the French settlers are given every possible encouragement by their government, and in addition to their produce being admitted practically free into New Caledonia they are subsidized in many ways."

The aggrieved Englishmen were therefore forced to transfer their allegiance from Great Britain to France, in order to earn a livelihood. Burdened with such heavy handicaps the British settlers were unable to compete with the French, and many of them had perforce become naturalized French subjects, and their schooners were to be seen in the islands flying the tricolor. Large numbers of others were waiting to take a similar step.

Questioned on the effect of the return of some thousands of New Hebrides natives from the Queensland plantations to their native homes, the officers of the Pegasus said that some amount of trouble would no doubt take place.

LATEST CANADIAN PATENTS.

The following up-to-date list of Canadian patents is reported by Egerton R. Case, solicitor of patents and expert in patent causes, Temple building, Toronto; Geo. W. Robertson, et al., Marysville, N. B., churns; Jno. Kilburn, et al., Fredericton, N. B., churns; Jas. L. Hikok, Winnipeg, Man., loose leaf binders; Geo. W. Mallory, Blenheim, Ont., door checks and closers; Lovitt H. Crowell, Halifax, N. S., tooth brushes; Robt. D. Hassan, Ottawa, Ont., apparatus for burning powdered fuel; Willoughby Moffat, Hamilton, Ont., mop wringers; Melburn H. Tupper, Toledo, Ont., folding brushes; Fred. G. Campbell, Montreal, Que., boxes for displaying shirts and the like; Alfred Miller, Toronto, Ont., sanitary protectors for head rests for barber chairs; Thos. G. Mason, Toronto, Ont., suspenders; Ira Sellers, Edmonton, Alta., harness buckles; Ira Teeter, Chatham, Ont., fifth wheels.

GAZETTE NOTICES.

Companies Incorporated Under Provincial Laws—Appointments Made.

This week's Gazete cotntains notice of the following appointments:

Darrell Hanington, of Victoria, M. D., to be resident physician for the east coast of Vancouver Island.

Albert Edward Beck, K. C., of the city of Vancouver, district registrar of births, deaths and marriages for the county of Vancouver, in the place of Thomas O. Townley.

William Herbert Heald, of the city of Victoria, to be a deputy game warden for Vancouver Island.

W. Curtis Sampson, of the city of Victoria, chartered accountant, to perform the duties prescribed by section 52 of the "Investment and Loan Societies Act," as re-enacted by section 6 of the "Investment and Loan Societies Act, 1900," in respect to the Victoria Building Society.

A copy of a circular issued from Downing street appears giving particulars respecting the Nobel peace prize offered by the Norwegian parliament.

A schedule of rates to be charged by the White Valley Irrigation & Power Company is given. This is on a sliding scale, and varies from $2 per acre-foot for 200 acre-feet to $6 for those using under 10 acre-feet.

The scheme of the Slave Lake Power Company under the Water Clauses Consolidation Act is approved of.

The Sutton Lumber & Trading Company is authorized to make improvements in Kennedy river by removing obstructions.

Notices of the incorporation of the following companies appear: Canadian Concentrating & Smelting Company, with a capitalization of $750,000; Nootka Marble quarries, with a capital stock of $150,000; Pastime Club, with a capitalization of $10,000; South Saanich Realty Company, as mentioned ni the Times some days ago, with a capital stock of $10,000; Vancouver Finance Corporation, capialized at $20,000.

Armour & Company, of Jersey City, has been granted a certificate of registration as an extra provincial company to carry on a mercantile business, deal in live stock with E. E. Wootton, of Victoria, as attorney for the company.

GROWING TENDENCY TO MAKE HOMES HERE

This Is the Condition Prevailing Among Manitobans, Says Winnipeg Newspaper Man.

H. M. Hueston, city editor of the Winnipeg Telegram, arrived in the city from Vancouver last evening. He has been spending a holiday on the Pacific coast, but had the misfortune to be held up by the floods while travelling over the Northern Pacific lines which prevented him from carrying out his intentions of staying several days in Victoria.

Speaking to a Times reporter this morning, Mr. Hueston expressed himself as being delighted with Victoria, and stated that, having once seen it, he could easily understand why visitors from the wheat metropolis brought back such glowing accounts of its beautiful scenic and climatic environments. He pointed out that the visits of wealthy and progressive Winnipegers to Victoria, which are becoming more frequent every day, shows the keen interest which is being shown in the possibilities and advantages, both financial and agricultural, of British Columbia, and particularly Vancouver Island. Mr. Hueston's experience as a newspaper man in Winnipeg entitles him to speak with authority upon the attention which the coast cities and districts are attracting in the middle west, and his statement that there is a growing tendency among wealthy Manitobans to make homes out here is proof of the popularity which is resulting through the extensive advertising of the province throughout the central cities.

Mr. Hueston has been connected with the Telegram for several year, and he is one of the most capable as well as most popular newspaper man in Manitoba. He holds, in addition to the city editorship of the big daily, the post of correspondent for many newspapers throughout the Dominion and the United States. Mr. Hueston leaves on the Charmer to-night for Vancouver on his return journey.

ESQUIMALT ALSO.

Ottawa, ..ov. 23.—Now that the Dominion has completed negotiations and will take over Halifax docks from the admiralty on January 1st, it is likely that the same thing will be done in regard to Esquimalt.

INTERESTING JUDGMENT.

Mr. Justice Martin Has Decided Case Which Sets Aside a Former Decision.

Mr. Justice Martin has handed down in Vancouver judgment on a motion in Northern Counties Investment & Trust Company vs. C. P. R. Company, dismissing the action and practically declaring null and void the verdict of the jury for $2,500 against the C. P. R. for the destruction of an orchard at Harrison belonging to the Northern Counties Company. Motion for judgment was opposed by E. P. Davies, K. C., counsel for the C. P. R. on the ground that the action was barred because it was not brought within six months of the offence as required by section 27 of the Consolidated Railway Act of 1879. This contention Mr. Justice Martin entirely upholds and quotes a number of judgments in support of his view.

To the argument that the Consolidated Railway Act dose not apply to the C. P. R. Special Act, His Lordship points out that a clause was inserted making it very clear that it does apply.

Mr. Justice Martin in conclusion says he thinks it most unfortunate that this strictly legal point could not have been raised earlier in the action, and saved much trouble and expense, and he adds that he gave effect to such a defence with reluctance (if a judge might be permitted to use that word). In conclusion he quotes the words of Mr. Justice Haggerty in McCallum vs. Grand Trunk Railway Company: "I think it a most serviceable provision that requires all such suits to be brought within six months."

BURGLARY AT VANCOUVER.

Vancouver, Nov. 23.—A daring burglary was committed last night. The residence of W. F. Hunting was ransacked while the family was at the theatre. One thousand dollars worth of jewelry was taken, but $3,000 worth of silverware in the closet was untouched.

FORMAL OPENING OF THE EXHIBITS

WINTER SEASON OF THE DEVELOPMENT ASSOCIATION

Will Be Inaugurated To-morrow Evening With Reception and Concert —Some New Displays.

To-morrow evening the formal winter opening of the permanent exhibit of Victoria and district products will be held in the rooms of the Development & Tourist Association, Fort street. Several new exhibits have been recently installed and at least one large additional one will be placed in position before to-morrow night. This will be made by Turner, Beeton & Co., Ltd., and occupy a large space on the right of the main hall, next to that of Weiler Bros.

One of the most pleasing advertisements of the products of the peninsula north of Victoria is that of the Saanich Agricultural Association, which was placed on display a short time ago. It includes 23 varieties of apples and pears: 30 varieties of field grasses, oats, alfalfa, and wheat, in addition to a splendid exhibit of garden vegetables. This exhibit is backed by a fine collection of fruit, in hermetically sealed glasses, all grown between this city and Gordon Head.

Then there is what Secretary Cuthbert calls his "freak" table, a comparatively new institution. On it are some enormous specimens of locally grown vegetables. There are carrots weighing six pounds, potatoes weighing three and four, Spanish onions that must be seen to be appreciated, and a number of second crop potatoes for this season shown by Mr. Phillips, of Dallas road. By the last mentioned exhibits the slogan "grown near Victoria" may well be added to the "made in Victoria" cry that formerly distinguished the association.

Several other noteworthy exhibits will soon be in place. The Silica Brick & Lime Company and the Nootka Marble Quarries, Limited, will shortly show the products of the companies mentioned in building materials, while local lumber will be represented by the manufactures of the Sayward mills. The latter institution has secured twenty feet of space for the purpose. In preparation for to-morrow night M. R. Smith & Co., Limited, will install an entirely new exhibit and others having displays are asked to freshen them up before to-morrow evening. Though the Hinton Electric Company and B. C. Sanitary Feather Works will be adequately represented in the exhibit early in the future, it is hardly expected these displays will be in place to-morrow. The manufacturers committee of the association has now practically filled up all available space.

The proceedings to-morrow evening will not be of a formal nature. It is expected Mayor Morley, president of the association, as well as members of the reception and other committees, will be present to receive the large number of visitors expected. S. A. Bantly's orchestra will provide a musical programme consisting of the following favorite selections:

March, "Tri-State"; selection from "The Burgomaster"; valse, "Halcyon"; idylle, "Wisteria"; selection, "Woodland"; caprice, "Poppres"; march, "The Merrymakers."

All residents and visitors to the city are cordially invited to attend the opening to-morrow evening, when they will receive a cordial welcome from the executive and members of the association.

IVERNA ARRIVES.

Ship For Which Cutter Thitis Went in Search Is Safe at Astoria.

A special dispatch to the Seattle Post-Intelligencer from Astoria says: "The long overdue British barque Iverna, 116 days from Acapulco, Mexico, and rated at 45 per cent. on the reinsured list, was towed into this harbor on Wednesday afternoon. Unlike the anticipation that has prevailed here, the Iverna put into port appearing none the worse for her long journey. The Iverna is in command of Capt. Collingwood, an aged man, a splendid navigator, who through his skill and nerve, took the vessel through many bad storms and brought her safely to anchor in the harbor. She arrived off the mouth of the river on October 17th, as reported by the lookout at Northhead. Owing to the terrible gales that were raging at that time the Iverna beat short twice. At one time twenty miles from Cape Beal she attempted to put in on the Vancouver shore, but again met the same conditions and sailed out t sea. Once the crew became angry at the captain because he would not make an attempt to get in, and for a time matters aboard were extremely bad. Later on had not trouble to subdue them and said: 'Better be a coward at sea than dead on the beach.' The crew now holds a high esteem for their master and thank him for having brought them safe to port."

SEEKING NEW HOMES.

Political Refugees and Revolutionists Are Leaving Finland.

Helsingford, Nov. 23.—As a result of the decision of the Finnish senate to the effect that honor demands the arrest and delivery to the Russian authorities of political refugees and resident revolutionists, all the latter are leaving Finland.

The members of the Rusisan parliamentary organization, known as the "Group of Toil," who have for some time maintained their organization in Finland, and by whom the Viborg manifests was circulated throughout Rusisa, have removed their headquarters to Stockholm, Sweden, while most of the social revolutionists have departed for Geneva, Switzerland.