

ANNUAL MEETING HELD LAST NIGHT

TOURIST ASSOCIATION AND ITS GOOD WORK

Victoria the Best Known City on the Pacific Coast—Tourist Trade on the Increase.

The adjourned annual general meeting of the Victoria Tourist Association was held last night in the committee room, City Hall, Mayor Morely presiding. The chairman, in opening the proceedings said that he as well as every other business man appreciates the good work of the association. While some were found to doubt the benefits accruing to the city he had no doubt that the good effects were being felt and would make themselves more apparent as time progressed. It would be a great pity if the work of the association were not to be carried on, and he hoped that all were willing to render any assistance in his power. In future the C. P. R. would probably take a lively interest in advertising Victoria, and good results might be looked for.

Secretary Cuthbert read the annual report reviewing the work of the year. During the year 125,000 illustrated pamphlets had been issued and judiciously circulated. It was estimated that owing to the advertising Victoria had received through the association this city was the best known place on the Pacific Coast, and the growing tourist trade proved the efficacy of the work. The report also claimed the credit for the inauguration of the fish and game club, the establishment of the cement industry at Tod Inlet and the new C. P. R. hotel. The want of amusement for the entertainment of visitors was also commented upon and a hope expressed that in this particular there would be an improvement.

Referring to results attained in the city, the report stated: "All of the results so far mentioned are insignificant compared with the actual cash benefit that this city has derived from the tourist business during the past year. In most forms of advertising, the object of which is to build up a city, you have to wait an indefinite period for actual cash results. But it is not so with tourist advertising, for during this year the number of people who have visited the city and the amount of money they have left there have more than repaid for all that has been spent in this work.

"The number of passengers carried by the steamers into this city for four and a half months only was over sixty-five thousand. This does not include the passengers on again, it may be said that this includes the usual ordinary business and commercial travel, but taking the usual normal travel of this nature from the grand total as evidence by the number of passengers in winter it leaves in the number of summer tourists for 1905 at over 50,000. Many of these may be said to spend but a very short time in the city, and while this is so, must not be forgotten that the number of tourists for two months, many more for several days, and a large percentage of them from two days to a week. These people spend a considerable sum of money in this city. In most forms of advertising presents and merchandise, pleasure trips, etc., some of them as high as a hundred dollars a day. If you estimate that 50,000 people remain only two days in the city and spend only five dollars a day each—and both estimates are low—you will find that the total cash revenue derived from the tourist trade for 1905 was \$500,000.

Elliott S. Rowe moved the adoption of the report, and said it was highly complimentary to the board of directors. He also complimented the secretary upon the good work done by him, and the high character of the literature distributed. He believed that Victoria, as the report set forth, was one of the best known and most attractive cities in the world. He believed that the factories to be established, it was surely a good thing to use the assets available—such as climate and the beauties of nature with which the city is surrounded. He congratulated the secretary to Victoria to spend their money only for the pleasure of the trip afforded them, for some of them were sure to settle down here attracted by the scenic beauties of the city and its surroundings. He claimed that the advertising Victoria is getting was bound to be productive of good and he hoped it would be continued. He had no doubt that the report would be of great benefit to the public support, it would be accorded a more liberal support than in the past.

G. Coldwell, President of the Trades and Labor Council, seconded the adoption of the report. He wished to explain the feeling of the working men of the city towards the Tourist Association. The consensus of opinion was strongly in favor of it. Of his own knowledge he knew of people being induced to come to Victoria through the literature distributed by the association. He congratulated the secretary on the work he had done, and suggested that if the workmen were appreciated they would support the organization, as they were imbued with the idea that the association was beneficial to the city and consequently beneficial to them.

The report was adopted. A. Henderson moved that in future the annual meeting of the association be held on the fourth Tuesday in the month of January, each year. He explained that this was done so as to have the meeting after the election of mayor and aldermen. H. B. Thompson seconded the motion which passed unanimously. The following were elected the executive board for the ensuing year: A. J. Morely, mayor, president; T. W. Paterson, M. P. P., vice-president; Anton Henderson, Ald. Vincent, Ald. Davey, J. E. Wilson, Elliott S. Rowe, J. L. Beckwith, B. S. Oddy and G. Coldwell.

The treasurer's report was submitted by that officer and showed a balance to credit of \$37. The receipts were \$8,737 and the expenditure \$8,699. The report was adopted, Mr. Smith was re-elected, and a motion carried to have the annual report printed. This concluded the business.

NATURAL HISTORY SOCIETY.

F. N. Denison Will Read a Paper on "Earthquakes" To-Night.

At the regular meeting of the Natural History Society this evening F. N. Denison will read a paper on "Earthquakes." O. C. Hastings has undertaken the lantern illustrations in connection with it.

The following is the programme of the society for its next six successive meetings: Monday, February 19th, Capt. Parry, R. N., "History of the Naval Establishment at Esquimaux." Some events leading up to, and the reasons why Esquimaux was selected as a naval station in the first place, must be of intense interest, more especially at the present time when the admiral's intentions in this part of the world.

Monday, March 5th, J. R. Anderson, deputy minister of agriculture, "Hard Wood Cattle." Monday, March 19th, E. A. Wallace, "Elementary Botany."

Monday, April 2nd, annual meeting. Monday, April 16th, Dr. Hasell, "Comparative Anatomy."

Monday, April 30th, Rev. Canon Beauland, "Candle Worship," a subject upon which Mr. Beauland has devoted a great deal of time and study.

WANT FREIGHTS TO BE CUT IN TWO

DAWSON MERCHANT ON TRADE CONDITIONS

Frank Lowe Outlines Some Necessary Reforms—Business Outlook Good in Northern Capital.

(From Friday's Daily.) Frank Lowe, president of the Dawson Board of Trade, arrived in the city Wednesday evening from Dawson, coming via Seattle, which point he reached by steamer Cordova City. He is accompanied by W. C. Pedlar, of the firm of Whitney & Pedlar, of White Horse. Both gentlemen are on a purchasing trip. Mr. Lowe has not been outside for three years, and he is making heavy purchases from the local wholesalers with whom he places the bulk of his orders. He is a strong believer in Canada deriving the benefit from the development of the Yukon district, and he puts his opinions in this respect in practice by dealing with Canadian firms. He is also content with pleasure with business and will spend a few weeks in Los Angeles before returning to the Klondike metropolis.

Mr. Lowe, from his position both as a business man and as president of the Board of Trade, has an excellent grasp of the trade situation in the north and lays a large portion of the blame for the high rates under which the Dawson merchant labors on the excessive transportation charges. These charges he contends are based, not on any fair schedule of cost of carriage, but on what the management think that the merchants can bear. Protest hitherto has been practically of no avail, for the White Pass railway being a monopoly, and without competition, were able to impose as onerous charges as they chose.

In the case of mining dredges alone, he gives a notable instance of the crushing impost which the enterprising promoters have to bear. On one of these machines the rate for freight from the east to the coast was \$3,700, the company was obliged to pay \$37,000 to land it in Dawson. This excessive charge also extends to all forms of machinery. The rate for potatoes being about \$70 a ton from the coast to Dawson, and \$90 for such commodities as eggs. It costs only about \$6 or \$8 to carry from Victoria to Skagway 20 tons of potatoes, but the rate for the same commodity from the coast to Dawson, and \$90 for such commodities as eggs. It costs only about \$6 or \$8 to carry from Victoria to Skagway 20 tons of potatoes, but the rate for the same commodity from the coast to Dawson, and \$90 for such commodities as eggs.

This is one of the matters which Mr. Lowe was pleased to see by last evening's Times is to be taken up by Governor McInnes on his forthcoming trip to Ottawa. The railway commission is already in possession of a memorandum on the subject from the Dawson merchants, and strong hope is entertained that the body will insist that the rate be cut in two.

The dredges which are now coming into use on some of the creeks, are, he states, not only proving their practicability as effective gold savers, but are really the next best thing to a camp of individual miners. That on Bear creek in a month's work last year cleaned up about one hundred thousand dollars.

Tanana is proving to be a good camp and has attracted a number of the best individual miners, and the optimists there are anticipating a clean-up of twelve million dollars.

Governor McInnes, he states, is winning golden opinions for himself in the northern country, showing a disposition to give every man a fair deal, which is all that the majority want. Mr. Lowe looks for an exceedingly good year in Dawson this summer.

SECOND-HAND PIANO FOR SALE.—\$135. This instrument has been used by a teacher and is thoroughly well made. Will be delivered free to any place by railway station in B. C. Hicks & Lovick Piano Co., 88 Government street, Victoria; 423 Hastings street, Vancouver. We have others. Write us for catalogue.

FOR SALE—If you want an incubator or brooder send your name and address to Box 100, Victoria. Four or five to pay for them. We pay freight.

THOROUGHbred EGGS FOR HATCHING.—C. B. Butt Lighthorn, \$1.25 for 12; C. Black Minorca, \$1.50 for 12; R. C. Silver-Laced Wyandotte, \$1.50 for 12; Buff Orpingtons, \$1.50 for 12. Cash with orders. Box 194, Victoria.

THE RESCUE FLEET DID ALL POSSIBLE

TESTIMONY GIVEN AT THE SEATTLE INQUIRY

Victoria Navigators' Evidence—First Assistant Engineer of the Valencia Tells of Bravery.

Several Victorians have been giving testimony before the Seattle commission inquiring into the wreck of the steamer Valencia. Capt. Cousins, of the steamship Queen, also gave evidence on Friday. He said: "When I arrived at San Francisco at 4 o'clock in the afternoon I called upon the Pacific Coast Company at Seattle and inquired into the wreck of the Valencia. J. D. Pharo asked me if I was the captain of the Valencia. I said yes. He ordered me to proceed to the scene, which we reached at 9 o'clock that night. It was too dark to do anything, and we lay over under the cape until the next morning. At Carmanah light we learned the wreck was 13 miles to the westward.

"We went in as close as possible the next morning. We met the tug Czar, which went in about three-fourths of a mile, while we stood off about one mile. "I did not dare to go nearer, as the weather was thick and often I could not see the shore line. Moreover, I spoke the steamship Topeka, Captain Patterson, who informed me that I was to proceed to San Francisco with passengers, the Topeka remaining to pick up what survivors there were.

"I obeyed orders and returned to San Francisco. I could go no nearer the wreck than I did because of the sea, which broke 22 feet high, and the force of the weather, which was very thick." Capt. Campbell, mate on the Czar, stated that he did not think anything could be done for those on the wreck, and that he believed every man there was willing to do all possible, except to throw away their lives, to render assistance. Campbell stated that the masts and part of the deck-house were still standing when he was on the Czar. The seas were breaking over the vessel. One of the seas, Campbell says, went clean over her while coming in, and then again swept over her on receding from the cliff.

Capt. J. W. Troup, Pacific coast superintendent of the Canadian Pacific, when called on the stand, said that he had given up going to sea four years ago, but had many years' experience on the Vancouver Island coast. He said he had operated vessels on that route for several years. He thinks it would have been impossible to send in a small boat the Wednesday morning following the wreck. Tuesday morning the sea was calm, but the weather clear and the sun shining. He was of the opinion that the case was hopeless regarding any attempts to send in life-boats.

Capt. S. W. Buckman, British Columbia pilot for the past eleven years, offered testimony corroborating that of Capt. Cousins and the other steamship masters who had been on the stand. "I think Capt. Cousins used good judgment in not attempting to lower boats. Criticism regarding his actions I consider uncalled for. He was in unsurveyed ground, and his ship was heavily laden. I have heard of all kinds of vessels in all kinds of weather and I feel confident that I am qualified to pass an opinion concerning the ability of boats to live in the surf near the wreck. I would not have tried to send a boat to the wreck from Capt. Cousins' ship."

Capt. John Irving, who was on the Queen, said: "The wind was blowing from the east at 25 miles an hour on a steady morning. I am confident a small boat could not have lived in the sea near the wreck. I think Capt. Cousins used good judgment. There is no better sailing talent on the Pacific coast than was represented in the boats attempting to approach the wreck that day, and I have not heard one of them criticize Capt. Cousins or any other navigator for what he did or did not do."

H. F. Bullen, secretary of the British Columbia Salvage Company, owners of the Salvor, said: "Those who have criticized Capt. Cousins do not know what they were talking about."

Thos. F. Carrick, first assistant engineer of the steamer Valencia, on his arrival at San Francisco, from the wreck, gave an interesting story of his experience. He said: "The last soundings I heard was about 11 o'clock that night, 50 fathoms, 300 feet of water. The water shoals off that coast and I as well as everybody else in the crew thought we were well out at sea. The next I knew we had struck—but you have been told all that—how the Valencia bumped across the reef, swung and went stern on the rocks. We fired a rocket and saw where we were—about 250 or 300 yards from shore. The well was sounded; we were making water rapidly and it was soon up to the engine-room. I went to say right here, that after that everything went as smoothly as a fire drill, as far as the crew was concerned. They were brave men, those lads on the Valencia. The passengers had seen the shore a short distance away and were not greatly alarmed. They thought if necessary they would take off as they were, but they were down, but the crew knew differently. The men had seen the broken water that piled white between us and the shore, and they knew that under every white wave there was a huge jagged rock that must have fallen from the cliffs that towered straight up for nearly 200 feet, with not a foothold at its base. A boat could not live there, and the boys knew it—knew that they were facing death—but they faced it bravely. Every man took his station at orders and obeyed them—there was no flinching. Most of them are dead now, but I am here to say it for them."

"Captain Johnson was cool through it all. He ordered the boats lowered to the rail and properly fitted for launching, and there were provisions, water, life lines and all. As for the

plugs, I know they were all right for I screwed them on myself. The water was coming over the break forward, and the captain ordered all hands and stowage and second class passengers to get to the stern. He sent the steward and the stewardess and the second cabin to muster all passengers, and send them to the social hall on the saloon deck. When all had gone to the social hall he ordered the steward and several of the crew to inspect every passenger and see that all were provided with life belts. Where they had tube belts they were to be taken off and new cork belts substituted. This was done—that I know—and the members of the crew took the tube belts for themselves.

"They say that boats might have been sent away the next day. I was placed in command of a boat manned by nine men. I am the only one alive of that crew. We had hardly dropped into our places in the boat when we were picked up, hurled us against the side of the steamer and our boat crumpled like an eggshell. I was tossed about like a cork for ten or fifteen minutes before I caught a glimpse of the steamer, and was dragged aboard. The others went down."

"One after another the boats were smashed by the sea, then recourse was had to the life rafts. They were launched and moved alongside and we tried to get the women and children into them, but they would not go. We carried or dragged them to the rail, but that was as far as we could get. They would look over the side at the little rafts bobbing about, partly under water, and it frightened them worse than their condition on the hurricane deck of the steamer. The women would scream and go into hysterics when we tried to force them over the side. Others would plead piteously against being placed on the rafts. They thought they would be rescued, and it seemed as long as there was life."

The Marine Cooks' Association, Seattle, has undertaken to raise money for the relief of the family of Patterson. He left a wife and six children without any means of subsistence in debt. The eldest boy is not yet 14. His head was hurt by a fall when he was five years old. The oldest girl, Annie, is twelve. The youngest child is not quite 4.

A dispatch from Milton, Ont., says: "News has been received here that John D. Clements, an old Milton boy, who was a member of the crew of the Valencia, is now in the district of Cape Beale. Clements was 29 years old and had run away from home about eight years ago. Most of the time he has been sailing on the steamship company. His parents still reside at the old home."

DOMINION DISPATCHES.

Quebec Elected Mayor of Montreal—Delivers Budget Speech.

Montreal, Feb. 1.—Alderman Ekers was elected mayor of Montreal to-day by a majority of 3,505 over W. A. Doran, the Irish Catholic candidate, who also had the support of the temperance party, which opposed Mr. Ekers because he is a brewer.

Fierce Fight.

Montreal, Feb. 1.—A fierce fight among the rioters for the past eleven years, offered testimony corroborating that of Capt. Cousins and the other steamship masters who had been on the stand.

Quebec Finances.

Quebec, Feb. 1.—J. C. McCorkill, provincial treasurer, delivered the budget speech in the legislative assembly last night. He showed that the total ordinary revenue had been \$5,000,000, the total ordinary expenditure \$4,337,882, leaving a surplus of \$101,118. Out of this surplus, however, an expenditure of over \$52,000 had to be made for an advance to the court house at Montreal, and the building of a new bridge at Metapadia, which left the total surplus over ordinary and extraordinary expenditure a little over \$49,000.

Burning Fatality.

Port Hope, Feb. 1.—Mrs. Massie, an old resident of Port Hope, was fatally burned early this morning by a lamp igniting her clothing.

Constitution Amended.

Toronto, Feb. 1.—At the 48th annual meeting of the Canadian Press Association this morning amendments were adopted which will provide for the admission into membership members of provincial press associations outside of Ontario, who may wish to become affiliated.

Discovery of Copper.

So. Ont., Feb. 1.—A rich discovery of copper has been made two miles from Dean Lake station on the Soo branch of the C. P. R. It has created a sensation.

Stole Confectionery.

POSSIBILITIES OF "SUNNY ALBERTA"

VICTORIAN PAINTS A GLOWING PICTURE

F. M. Rattenbury Tells of Prosperity of Edmonton and Surrounding Districts—The Outlook.

F. M. Rattenbury, the well-known Victorian architect, has returned from his visit to Edmonton and other points in the northwest. He gives a glowing account of the outlook throughout the northwest, particularly in "Sunny Alberta," as he terms it. He predicts that within a short time no less than three transcontinental railways will be operating through that country. When this fact is considered, in conjunction with the natural advantages of the section from a commercial standpoint, he thinks there can be no doubt of the future importance of the newly-formed province.

Of Edmonton, Mr. Rattenbury cannot say too much. In conversation with a Times reporter he took some pains to explain the position of that town at the present time. Although not so highly developed, secondly, the surrounding country for 300 miles in every direction was beautifully fertile, the prairies might be termed "a sterile waste," compared to it. Building was progressing continuously, and everywhere was imbued with a spirit of enthusiasm that was most promising. He believed, also, that there was a very great probability of the town ultimately being made the capital.

But more significant than everything else, in his opinion, was the effort of three of the most influential railway companies to obtain direct communication with that point at the earliest possible moment. Already the Canadian Northern had reached there on its way to the coast. The Grand Trunk Pacific was coming in that direction, and it was felt that the possible moment. Already the Canadian Northern had reached there on its way to the coast. The Grand Trunk Pacific was coming in that direction, and it was felt that the possible moment.

The Times has already noted the presence in Victoria of the veteran Manitoba pioneer, Kenneth Mackenzie, of Burnside, and his eldest son, Adam, of the "Big Plain," but there has been within the last month a constant influx of visitors from east of the Rockies, several of whom are making arrangements to come west in the course of time. Some of them have already invested. Earlier in the winter well up to a dozen of those well-versed easterners bought building sites or ready built cottages.

Each of the most noteworthy of these is J. A. Mitchell, formerly in the trade, who last summer sold his land alongside the northern boundary of Winnipeg and has built on the Rockland road a good-sized house, all of concrete, now in the course of being finished. This is a most attractive site and Mr. Mitchell is just the man to bring out its possibilities. He has already laid out a large tract of land, and is planting evergreens and shrubs, bordered with trailing shrubs, whose effect will be a great pleasure to the public as well as to his owners. Mr. Mitchell is a skilled horse-fancier. He brought a few of his favorites with him and his dog will be a familiar sight on Victoria's streets.

Andrew Wright, a successful real estate man from Winnipeg, has built on St. Charles street a commodious bungalow at a cost of \$5,000. Several others from Winnipeg or neighborhood have selected the Oak Bay district for residences. Mr. Rattenbury says, after figuring upon an extensive union depot, something that also will necessitate no mean expenditure.

With all these improvements going forward, settlers arriving in large numbers, not to mention the peculiar advantages possessed by the town, both from a commercial and residential point of view, Mr. Rattenbury predicts a bright and splendid future. "Do you know that you can get coal in Edmonton at the present time for a dollar and a half a ton?" he asked the reporter. "Think of that, and here, and remembering that the wheels are scarcely paying up, you may perhaps obtain some idea of its possibilities." The climate, too, was excellent, and the surrounding country very productive. While there Mr. Rattenbury experienced but little cold weather, and for a week enjoyed the finest kind of motoring, the country roads being in excellent condition.

Another matter mentioned by Mr. Rattenbury was the extensive interests of the Brackman-Ker Milling Company and other Victoria capitalists throughout the northwest, and especially in the vicinity of Edmonton. With regard to the company first mentioned, he stated that he had been astonished to find the extent of their holdings there. They had wheat elevators scattered all over the country, and were continually constructing new ones. As the railways branched out they and put up their structures for the storage of grain. Only just before he left they were calling for tenders for one to be located at Calgary. These cost approximately \$18,000 each, so that some idea of the enterprise of the firm, whose headquarters are in Victoria, may be gathered.

A recent issue of the Edmonton Daily Bulletin, published in that town, the following appears: "Another high water mark in the price of realty on Jasper avenue was reached Saturday in a deal put through by the Alberta agencies, by which F. M. Rattenbury, of Victoria, the celebrated architect, and D. R. Ker, of Brackman-Ker, become the owners of the northwest corner of Jasper and Second. The price paid for the property was \$30,000, which figures out to \$600 a front foot.

The deal is one of the quickest that has been consummated in Edmonton for some time. On Thursday of last week Mr. Rattenbury reached the city. In company with Mr. D. R. Ker, direct from Victoria, having spent a couple

of days in Calgary on the way. Mr. Rattenbury had not been in town an hour before he decided that the city was a good investment, and he and Mr. Ker commenced to look around for a good buy. Inside of 24 hours they fixed on the corner of Jasper and Second, and negotiations were opened for the property. The price was satisfactory and the deal was made without delay. The money was paid this morning and the property is now the absolute property of Mr. Rattenbury and Mr. Ker.

"The lot in question lies 50 feet along Jasper and 150 feet along Second street. At present it is occupied by a small building, and the owners have recently opened a real estate office. "Mr. Rattenbury and Mr. Ker are buying the lot purely as an investment, and it is their intention to commence at once, as soon as weather permits, the construction of a one-story brick block covering the entire lot and facing on both streets. This building is not intended as a permanent structure, but merely to guarantee interest on the investment until such time as the town grows large enough to justify them in putting up a skyscraper. Mr. Rattenbury says that it will not be more than three or four years at the outside before they will be ready to erect a modern office building on it."

In addition to the contributions to the W. C. T. U. party, published in yesterday's issue, there were received the following: Pillow, Mrs. Gould; tea and eggs, Mrs. Stillwell; bread, A. Friend; 50 cents, Mrs. Hanna; 50 cents, Mrs. Thomas Shaw.

WINNIPEGGERS ARE INVESTING HERE

DELIGHTED WITH THIS CITY AND NEIGHBORHOOD

Some People From Prairie Province Who Have Already Purchased Land and Houses.

The Times has already noted the presence in Victoria of the veteran Manitoba pioneer, Kenneth Mackenzie, of Burnside, and his eldest son, Adam, of the "Big Plain," but there has been within the last month a constant influx of visitors from east of the Rockies, several of whom are making arrangements to come west in the course of time. Some of them have already invested. Earlier in the winter well up to a dozen of those well-versed easterners bought building sites or ready built cottages.

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A BRITISH COLUMBIA FRUIT EXHIBITION

In the Old Country Carried all Before it and Establishes a Reputation For Excellence.

The success attending the exhibit of British Columbia fruit in London, England, has made this particular product of the province famous in the old country, and opened a profitable market for all that can be spared for export. It. M. Palmer, chief of the Provincial Bureau of Information, who personally superintended the exhibit of the fruit, has returned to Victoria with his bride and speaks in glowing terms of the success of his mission. Interviewed at his office yesterday, Mr. Palmer said: "Shortly after my arrival in London an exhibition was held at Covent Garden by Messrs. G. H. Moore & Co., one of the largest fruit importers and brokers in the old country, and at that sale 150 boxes were offered to test the market. The prices varied from 10s. to 15s. per box under the hammer of wholesale dealers. In comparison with apples offered from the United States and Eastern Canada, they were very much higher, weight for weight, and the prices realized very marked ones. The highest obtained for choice Oregon fruit.

"The first exposition at which the fruit was shown was the Royal Horticultural Society's colonial fruit exhibit, held in the society's own hall in Vincent Square. The show lasted three days—December 5th to 7th. On the opening day the afternoon was practically given over to the press. Every metropolitan paper and many of the provincial newspapers with a near radius of London sent representatives, and, as has already been told in press dispatches, the display made by British Columbia received very marked attention. In addition to the display shown at the Horticultural Society's colonial fruit exhibition, exhibits were placed at the army and navy stores and at the Forting Bros., the largest department stores in the old world metropolis, at Kensington. The fruit was also shown at Glasgow, Edinburgh, Manchester and Chester—all centres of large population. Besides sample lots of fruit were sent out to over 100 different points in England, Ireland and Scotland, so altogether the distribution of the fruit was large and caused much favorable comment very marked attention. The province, through this exhibit, received an enormous amount of advertising of the best class, the papers pointing out the great possibilities of the fruit, and the cultivation of fruits, its soils and climate. This undoubtedly attracted many people who had made up their minds to settle in one of the colonies of the Empire, and they were simply flooded with letters for further information, and was called upon personally by hundreds of others, all anxious to learn further of our resources in both horticulture and fruit raising. I had a surplus from scores of interested parties coming out to British Columbia and they are all people of means, and the majority practical men who purpose going into fruit raising on an extensive scale."

Discussing the market proposition in England, Mr. Palmer stated that it was "tested by actual sales, in open competition with the fruit of other countries, and that the fruit was sold at a price which was a great pleasure to the public as well as to his owners. Mr. Mitchell is a skilled horse-fancier. He brought a few of his favorites with him and his dog will be a familiar sight on Victoria's streets.

Andrew Wright, a successful real estate man from Winnipeg, has built on St. Charles street a commodious bungalow at a cost of \$5,000. Several others from Winnipeg or neighborhood have selected the Oak Bay district for residences. Mr. Rattenbury says, after figuring upon an extensive union depot, something that also will necessitate no mean expenditure.

With all these improvements going forward, settlers arriving in large numbers, not to mention the peculiar advantages possessed by the town, both from a commercial and residential point of view, Mr. Rattenbury predicts a bright and splendid future. "Do you know that you can get coal in Edmonton at the present time for a dollar and a half a ton?" he asked the reporter. "Think of that, and here, and remembering that the wheels are scarcely paying up, you may perhaps obtain some idea of its possibilities." The climate, too, was excellent, and the surrounding country very productive. While there Mr. Rattenbury experienced but little cold weather, and for a week enjoyed the finest kind of motoring, the country roads being in excellent condition.

Another matter mentioned by Mr. Rattenbury was the extensive interests of the Brackman-Ker Milling Company and other Victoria capitalists throughout the northwest, and especially in the vicinity of Edmonton. With regard to the company first mentioned, he stated that he had been astonished to find the extent of their holdings there. They had wheat elevators scattered all over the country, and were continually constructing new ones. As the railways branched out they and put up their structures for the storage of grain. Only just before he left they were calling for tenders for one to be located at Calgary. These cost approximately \$18,000 each, so that some idea of the enterprise of the firm, whose headquarters are in Victoria, may be gathered.

A recent issue of the Edmonton Daily Bulletin, published in that town, the following appears: "Another high water mark in the price of realty on Jasper avenue was reached Saturday in a deal put through by the Alberta agencies, by which F. M. Rattenbury, of Victoria, the celebrated architect, and D. R. Ker, of Brackman-Ker, become the owners of the northwest corner of Jasper and Second. The price paid for the property was \$30,000, which figures out to \$600 a front foot.

The deal is one of the quickest that has been consummated in Edmonton for some time. On Thursday of last week Mr. Rattenbury reached the city. In company with Mr. D. R. Ker, direct from Victoria, having spent a couple

of days in Calgary on the way. Mr. Rattenbury had not been in town an hour before he decided that the city was a good investment, and he and Mr. Ker commenced to look around for a good buy. Inside of 24 hours they fixed on the corner of Jasper and Second, and negotiations were opened for the property. The price was satisfactory and the deal was made without delay. The money was paid this morning and the property is now the absolute property of Mr. Rattenbury and Mr. Ker.

"The lot in question lies 50 feet along Jasper and 150 feet along Second street. At present it is occupied by a small building, and the owners have recently opened a real estate office. "Mr. Rattenbury and Mr. Ker are buying the lot purely as an investment, and it is their intention to commence at once, as soon as weather permits, the construction of a one-story brick block covering the entire lot and facing on both streets. This building is not intended as a permanent structure, but merely to guarantee interest on the investment until such time as the town grows large enough to justify them in putting up a skyscraper. Mr. Rattenbury says that it will not be more than three or four years at the outside before they will be ready to erect a modern office building on it."

In addition to the contributions to the W. C. T. U. party, published in yesterday's issue, there were received the following: Pillow, Mrs. Gould; tea and eggs, Mrs. Stillwell; bread, A. Friend; 50 cents, Mrs. Hanna; 50 cents, Mrs. Thomas Shaw.

HON. W.

Takes Portfolio—Hon. Lat.

Some People From Prairie Province Who Have Already Purchased Land and Houses.

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