

MANAGER MORSE ON THE NEW RAILWAY

ADDRESSED BOARD OF TRADE ON THURSDAY

Explained Difficulties in Way of Early Commencement in This Province— Report on Pilotage.

At last evening's meeting of the board of trade two matters of great importance to the commercial welfare of Victoria were considered, namely, the possibility of securing connection with one or more transcontinental railways, and the advisability of abolishing the present compulsory pilotage system, making this a free port. There was a large attendance. An interesting address was delivered by F. W. Morse, vice-president and general manager of the Grand Trunk Pacific railway. In the course of his remarks he said that it would be of the utmost importance to his company to secure connection with Victoria and other points in the southern part of British Columbia. He also intimated that, providing some assistance was received from the provincial government, the Grand Trunk Pacific might be induced to commence construction operations from the Pacific Coast, extending the \$10,000,000 or \$15,000,000 for equipment and supplies in British Columbia. Regarding the pilotage question the committee's report, published in the Times Wednesday, was adopted after some discussion.

President S. J. Fitz occupied the chair, and among those present were: A. B. Fraser, sr., Thos. Earle, Charles Hayward, J. Peirson, S. Leiser, J. J. Bostock, J. Thomson, G. Carter, W. J. Pendray, W. T. Oliver, C. F. Todd, H. J. Morley, J. Paine and R. Kerr. The reading and adoption of the minutes, Secretary Elworthy announced that Mr. Morse had accepted an invitation to address the board, and would be present during the evening.

A petition from the Vancouver Island farmers, addressed to Hon. Sydney Fisher, minister of agriculture, asking for the establishment of an experimental farm on the island, was submitted. The memorial was unanimously endorsed. The committee on pilotage matters. Before reading the recommendations, already published in the Times, he drew attention to the arguments advanced in a communication to the press. The writer had stated that in the case of the steamer Minnesota, she had been charged \$1,000 pilotage at San Francisco and only \$45 at this port. Mr. Carter explained that this amount had no force because there was an undesirable monopoly in existence at 'Frisco. On the Puget Sound pilotage was optional. Regarding the insurance question, the speaker said that the statement that rates were lower under the compulsory system was not correct. The report was based on documentary evidence. The committee had not consulted E. Crow Baker, it was not a graft, but a straight business proposition. After reading the report he moved its adoption. This was seconded by Mr. Thompson.

C. H. Lugin said he had a few observations to make, which he frankly acknowledged, were prompted by a delegation of pilots who had waited upon him. In the first place he wished to refer to the pilots' remuneration. They stated that their total gross earnings for the year were \$12,200. Of this some \$3,230 was expended in the maintenance of their boats, \$600 went to the secretary and \$425 to office expenses, leaving something over \$8,000 to be divided between five pilots. Briefly, each received about \$1,600 last year. This showed that their remuneration did not reach the amount generally believed.

He also referred to the number of vessels arriving and departing during 1904. According to the report 1,100 came in from sea during that period. He understood, however, that this figure included the arrivals from Vancouver, Victoria, the West Coast and other neighboring points. The actual number subjected to the compulsory pilotage was about 453. This, he thought, changed the complexion of matters.

After mentioning a number of other questions which were the charges on the steamer Minnesota at San Francisco and Victoria, Mr. Lugin thought that the report should not be forwarded to the Dominion government unless it advanced both sides of the question in an unbiased manner. Justice should be done, not only to the port and the shipping masters, but to the pilots and the board of harbor commissioners.

Upon Mr. Morse arriving at this juncture it was decided to postpone the debate on the pilotage question in order to hear his remarks on railway matters. After introducing Mr. Morse to the board, the secretary read the appended report from the railway committee: Gentlemen—We, your committee on railways and public works, respectfully desire to call the council's attention to the following, namely: That whereas the C. P. R. having purchased the E. & N. railway, we believe it is now Victoria's opportunity to put forth every effort to induce the said C. P. R. Co. to immediately extend the line to the north end of the island, believing that if such could be brought about it would bring to the residents of the island a measure of prosperity for many years past, as by prior railway construction on the island capital had been directed into the Mainland and investment into business channels and investment on this island.

And whereas we believe it further advisable to get other centres of population on the island connected with us in urging upon the said railway company to apply to the present legislature for any necessary legislation which may be required; and furthermore, we would suggest that the Board of Trade and city council unite in doing all in their power to bring about a consummation of said undertaking.

Mr. Morse said he felt that he was somewhat out of order, as the report referred to the extension of the Canadian Pacific. It showed, however, that Victorians realized the importance of assist-

ing in railway development. Although it would be some years before the Grand Trunk Pacific would connect the Atlantic with the Pacific, he hoped local merchants would extend the company every support in their power when its lines did reach the seaboard of this province. As was generally known, the western terminus of the Grand Trunk Pacific would be considerably to the north of Vancouver Island. It was spoken of as somewhere in the vicinity of Port Simpson, the exact location not having been announced. But the business to be secured to the south of that point was too important to overlook. Unless connection was secured with Victoria and neighboring cities, justice could not be done to the interests of the company. (Applause.)

In the construction of the railway the utmost care would be exercised in the grading. By arranging easy grades and gradual curves, the heaviest freight could be handled with expediency, thus making a considerable improvement over the present services.

In this particular, Mr. Morse said, the Grand Trunk Pacific would have an advantage over most other transcontinental railways. He instanced the case of the Union Pacific, millions of dollars having recently been expended by that company in regrading and carrying out other improvements to the line.

"In acquiring the E. & N. railroad," Mr. Morse continued, "the Canadian Pacific Company has made it impossible for us to reach Victoria in that way." He did not know what possibilities there were of that line being extended to the north end of the island. If this railway was built with the assistance of a government subsidy, however, he suggested that a clause be included in the agreement giving all railways equal privileges on the line from the point where it joined the present E. & N. to its terminus at the north of the island. (Applause.)

"It was moved in amendment by Mr. Leiser and seconded by Mr. Bullen that the report be referred back to the committee. This was put and lost, and the motion for the effect that the report be adopted and forwarded to the proper authorities, carried unanimously. The meeting then adjourned.

SUCCESSFUL MILITIA BANQUET THURSDAY

Members of Number 4 Company, Fifth Regiment, Around Festive Board—The Principal Toasts.

On Thursday the interior of the Windsor restaurant presented a brilliant scene. It was gaily decorated with a profusion of flags and bunting, while the artistic arrangement of beautiful bouquets of flowers gave additional charm to the general effect. The occasion was the annual dinner of No. 4 Company, Fifth Regiment, C. A. The members of the company and their commander, Capt. W. N. Winsby, cordially welcomed the guests of the evening, among whom were Col. J. Hall, Major Hibben, Adjutant McCannan, Master Gunner Mulcahy, Sergt-Major McDougall, and Sergt. Richardson. Letters were received from the chaplain, Rev. C. E. Sharp, and Surgeon-Major E. C. Hart, regretting their inability to be present. Mine Host Fredrick excelled himself in preparing the dinner and service, giving entire satisfaction. The dainty menu cards, adorned with the crest of the regiment, were in many cases carried off as souvenirs.

When justice had been wrought upon the unresisting viands, Capt. Winsby in a series of happy little speeches introduced the various toasts of the evening, leading off with "The King, our God, our Father, our Country, our Regiment, and our Officers." The toast to the King was given in the most hearty and loyal manner. Britons all, though "beyond the seas," and every one endorsed the sentiment, "His Majesty, God bless him."

Then followed the toast to the Regiment, and the speaker, in an enthusiastic and responsive address, commended the good feeling for comrades of other companies. It was apparent the goodwill of No. 4 Company is sufficient to have included the regiment in its invitation to the banquet, unfortunately, good intentions are sometimes marked "non negotiable," and in ready cash the company is hardly a millionaire.

A little variety was introduced in the shape of a song and recitation at this juncture. Company Sergt-Major Richardson broke through his native modesty and charmed the men with a good song.

A recitation by that purveyor of Kipling, Corporal Major, was given, kindly indulgent, and then Bomb. Eder and Mr. Dacey earned a rousing encore by a well rendered "coon song." Sergt. F. Richardson sang "Bluebell," and responding to an encore told a story with a moral.

Then followed "Our Guests," a toast the men were not slow to respond to, voicing through Capt. Winsby their welcome to the guests of the evening.

In responding for the regiment, Col. Hall said some emphasis on the essential training of camp life in the work of the regiment, and left no doubt as to his own position. "No camp, no colonel," is the stand the commanding officer takes, and there is no doubt the men of No. 4 Company are in their determination to keep their commanding officer, so that camp for them is a settled question. Stress was laid not only by Lt.-Col. Hall but by all present speakers on the necessity for repeated exertions on the part of the regiment, not only to sustain the past standard, but to establish better records.

Gr. H. Lepage followed with an instrumental selection and encore. It was most enjoyed. Then "The Ladies" were grandly toasted and responded to by the gallant major of the regiment. Most of the responses took a reminiscent turn, and Major Hibben's was no exception.

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The Immigration Inspector Orders Their Prompt Return to Places Whence They Came.

That Victoria has of late been immune from all classes of beggars who have in the past taken up positions on the streets with crutches, or arms missing, or with accordion in hand pouring forth doleful music to attract the sympathetic side of nature, is not because the city has been over-worked in this line of business—not at all. It is because the immigration laws applying to all classes of paupers are being strictly enforced. All steamers bringing passengers from foreign ports are met and for those of the class mentioned return transportation is promptly arranged.

Dr. Milne has been very much on the alert since his appointment to the position of Dominion immigration inspector. He has not only refused to allow many of these undesirable people to land but also others who were likely to become a charge on the community. A short time ago a cripple attempted to land here from one of the Sound steamers. On arrival he was confronted by the immigration inspector, with the result that he was ordered to be returned to the Sound. Instead the man secured passage to Vancouver, but was refused a landing there on a message being sent from Victoria. His next voyage was to the point from which he came. Doctor Milne says that last month he had to send more immigrants back to the United States than to Japan.

The case of an old lady, 75 years of age, who arrived here from San Francisco, is one of the most recent coming under attention. This woman came here on the steamer Senator, seeking a cousin, who is no longer a resident of this city. She was destitute and despicable. The woman gave her nativity as English, but this fact did not save her from being returned to the Golden Gate. It was stated that she would be sent back on the ship to this city, and Dr. Milne was therefore on the lookout when the Senator reached port early yesterday morning. The officer, however, had some doubts about the accuracy of this report.

"United States immigration authorities must know," he said, "that where such cases are deported they must be taken back when they came. Having given her nativity as English does not preclude her from the Canadian immigration laws. For example, many who arrive at Quebec, Montreal and Halifax from Great Britain are returned if not suitable or persons fit to be admitted. How could it be possible for the United States authorities to conceive that any coming under this category could be admitted from a foreign country? If the woman had been returned it would necessitate a heavy fine on the ship, as the Canadian immigration laws are strict on this point and a fine of \$1,000 for such an offence could be imposed. The result will be no doubt that the steamship company will be more careful in future who are booked to this port."

The clause in the act which is applicable in this case is as follows: "The Governor-General may, by proclamation, whenever he deems it necessary, prohibit the landing of pauper or destitute immigrants in all ports or any port in Canada, until such sums of money as are found necessary are provided and paid into the hands of one of the Canadian immigration agents, by the master of the vessel carrying such immigrants, for their temporary support and transport to their place of destination; and during such time as any such pauper immigrants would, in consequence of such orders, have to remain on board such vessel, the Governor-in-council may provide for proper anchorage grounds for such vessel, and for such vessel being visited and superintended by the medical superintendent or any inspecting physician of the port or quarantine station, and for the necessary measures being taken to prevent the risk or spread of diseases amongst the passengers in such vessel and amongst people on shore."

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Discussing this matter a prominent member of the Fish and Game Club says: "All manner of laws may be passed but unless they are strictly enforced they are just so much waste paper. It requires money to enforce game laws, and the more the government is able to do in this respect, the more would be assured that the money so derived would go into a fund to be used for the better protection of game. "The objection has been objected to by some people as being class legislation. This argument cannot hold water, as in reality it is the non-imposition of a license which constitutes class legislation, and the enforcing of the laws, which only affect certain classes of the community, viz, sportsmen, hunters, etc., will be taken from the general revenue, whereas if a license is imposed on sportsmen and others who hunt for the purpose of their recreation, the laws for the preservation of the game for which they hunt or fish. This is as it should be, and the sportsman as a whole in this province are practically unable to pay for their recreation. Nearly every state in the union has a resident game license. The state of Illinois last year contributed \$95,000 and Wisconsin \$78,164, from a one-dollar game license. The system has proved a great success in that province, and there is no reason why it should not prove equally successful in British Columbia."

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Notorious Crook, Known in Victoria, Receives His Reward.

A dispatch from Tacoma says: Horace D. Gates, who lured Norma Hoyt, a High school girl, away from her home and fled to British Columbia cities, has been sentenced to ten years in the penitentiary. The Victoria police located the girl there in company with Gates and a woman. The three were arrested, the girl being restored to her mother. Gates resisted extradition, but was finally brought across the line. He made a hard fight in the courts here, but a few days ago suddenly turned about and pleaded guilty to criminal assault.

In sentencing Gates to-day Judge Snell arranged the state for the laxity of some of its laws, declaring that a statute which only makes a limit of three years in prison for enticing away a young girl is an insult to decency, a libel upon the state. He emphatically declared he would not be bound by any such law where the charge filed in court would permit him to pursue any other course.

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OFFICIAL NOTICES IN WEEKLY GAZETTE

Appointments Made and Companies Incorporated—Order Affecting the Kootenay Coal Lands.

This week's Gazette contains notice of the following appointments: To be members of the board of licensing commissioners for the city of Cumberland: Ald. Donald R. McDonald, of Sandwick and Albert H. Peacey, of Cumberland.

Cornelius Edwin Lyons, of Sandon, to be a justice of the peace for the province of British Columbia.

Mark Dumond, of Ashcroft, to be a license commissioner for the Ashcroft license district in the place of J. C. Smith, resigned.

Constable Alexander Charles Minty, of Lillooet, to be chief license inspector for the West Lillooet license district, in the place of Constable J. McMillan, of Clinton.

Andrew McKnight, of Union, J. P., and Joseph W. Horbury, of Cumberland, to be members of the board of directors of the Union and Comox district hospital.

George Kirby, of Keremeos, to be a notary public within and for the province of British Columbia.

Abraham Joyce, of Fernie, to be district registrar of the Fernie registry of the Supreme court. Such appointment to take effect on the 1st day of April, 1905.

To be members of the board of commissioners of police for the city of Cumberland: Ald. Robert Spiers Robertson and Thomas Dur McLean, of Cumberland.

A registry office of the Supreme court has been established at Fernie.

Proclamation is made that the act to amend the Counties Definition Act comes into force on March 8th, 1905.

Notice is given that the examination for assessors for license to practice in British Columbia will be held in Victoria, commencing April 25th.

The following have been granted assessors' certificates as a result of the examination at Nelson, held December 5th, 1904: Thos. Willard Curves, Trail, B. C., Gordon O. McCartry, Rossland, B. C., Michael Henry Sullivan, Trail, B. C., Leslie A. E. Swinney, Ferguson, B. C.