

## HEARS THE LAST OF EVIDENCE

### LABOR ENQUIRY TO CONSIDER THEIR REPORT

#### When Evidence With Report Will Be Submitted to Board of Trade.

(From Wednesday's Daily.)  
The committee of the board of trade enquiring into the question of shortage of labor resumed its session this morning.

Mr. Moore, one of the directors of the Victoria Chemical Works, was the first to give evidence, and in opening his remarks said that his firm had found great difficulty during the last two years or so in obtaining labor. True it is that the work is very disagreeable, and only such as Chinese will undertake.

Asked if the work was healthy, Mr. Moore replied: "It is the healthiest kind of work."

Continuing, Mr. Moore said that they were now forced to pay a day for a white man, where formerly they employed a Chinaman at \$1 per day. Their establishment furnished continuous work throughout the year, and employs about fifty men—forty whites and ten Chinese.

Asked about competition, Mr. Moore replied: "We have no competition on the coast except San Francisco. As a specific instance I might cite our trade in muriatic acid with New Westminster. This article can be brought from the East to New Westminster for exactly the same cost of transportation as we can deliver it in that city. Consequently, with the advantage of cheaper labor, they have compelled us to withdraw from the trade."

Mr. Moore also stated that in the present unsettled condition of affairs, a man was taking a great risk to launch any new concern or develop his business to any great extent. He also stated that they had been compelled by eastern competition to abandon a large business with the State of Washington.

Asked if the inability of other firms to obtain labor in any way affected his firm, he replied that it did not. "Formerly," said he, "we used local castings at 45c. per pound, but when they were raised to 50c., we sent to the outside country because we could get them cheaper. We can get a casting from Glasgow under the present conditions in the same time if not sooner than from local sources. In fact, we are at the present time sending there for a tremendous lot of iron work which is coming here finished and ready to be installed."

When asked what remedy he thought the prevailing shortage of labor would produce, he replied that in his opinion it won't stop manufacturing.

Sealing Commission.  
Mr. Grant, managing director of the Victoria Sealing Co., was the next heard from. He stated that his particular business called for sealers of which there was a great scarcity. These men are signed on for 8 or 9 months.

"We are unable," he said, "to get them in any way, no matter how high the wages are offered to be got." He also stated that in consequence of the shortage of labor the cost of repairing was much higher and that they were unable to get the men to do the work. As a consequence, their business has been much curtailed. Asked how conditions on this coast compared with those in the east, he replied that wages are much higher here than there. Sealers hunting out of Halifax get \$1 per day, while the sealers from this coast get \$2.50 to \$3 a day, while a ship carpenter on this coast gets from \$4.50 to \$5.00. It costs more to live here than in the east.

It has cost the sealing company 10 per cent. more this year to provision the schooners than last year. Asked if he thought the increase in wages had anything to do with the increased cost of living, he replied: "I certainly do. All local produce necessarily must be higher."

Asked to suggest a solution, he said: "Remove the head tax. The Chinese have as much to gain here as we have to go to China."

The question was next asked if he thought the province would have been more prosperous if the \$500 head tax had not been placed on Chinese, he replied:

"Most decidedly, yes. I don't think Chinese labor injures white labor in the least, and despite the Chinese wages have been higher here than in any other province."

Capt. Barclay called to correct a statement made in the column to the effect that he was commissioned by the farmers of Dunsmuir to represent them in the investigation. He had come of his own accord. He felt sure, however, he had expressed the sentiments of his locality.

A recent arrival from the Old Country, a day laborer in the city, was the next to give evidence. He threw much light on the conditions of the laboring class and small farmers of the Old Country. He said that the Chinese does not get a fair share of the emigrants from England to Canada. He had himself visited Young's office in Newport, a. Donohoe, government agent, for information as to the conditions at Port Arthur and Vancouver.

"We don't want you in British Columbia," replied the agent. "We want you in the Northwest."

Of the people of the Old Country only the existing conditions here they would be only too willing to leave and some here, where they can do a great deal better than at home, he further

Asked if there were many Chinamen in the Old Country, he replied that he could only answer for a small area. He knew of only Chinese laundry in Car-

diff, and had only seen one Chinaman before he left the Old Country, and he was acting as an advertisement for a tea shop. Many people who stay in the Northwest, which is being boomed to the detriment of British Columbia, would not stay on the other side of the Rockies if they only knew the conditions existing here.

Asked what he would recommend to advertise the province, he replied: "In my opinion if the government would appoint a man to give illustrated lectures on the province and who would make a tour of the large centres, British Columbia would receive all the immigrants from the Old Country it needs, and have no occasion to admit Chinese."

Mr. Bullen, director of the B. C. Marine Ry. Co., was the next to give evidence, and stated that he could only confirm what had already been said. This firm has experienced a very great shortage of labor, in consequence of which they were compelled to refuse \$100,000 worth of work. There was one ship built for the C. P. R. in the Old Country at the present time, which would have been built here, as the C. P. R. are desirous of fostering the shipbuilding industry of this coast.

"On an even footing we can compete with Morans," said he, "but we are unable to compete with the Old Country on any conditions."

Asked to account for this he replied that a ship constructed and fully equipped in Britain can come into Canada duty free, while the boilers or engines that are being imported for a hull built here cannot. There are several reasons for this, and he is following their own officers while neglecting the country, and I believe similar meetings were held at other points and represented were made to the government, so the subject is likely to receive some attention in parliament. Therefore I feel it my duty to place before you some information that may be of use in dealing with a

Matter of such importance to the business community as the transportation companies as well. We recognize to its fullest extent the obligation imposed upon railway companies to receive from parliament their charters and attendant privileges to serve the public truly and well, and if, because of fault of their own, they fail to do this, they deserve the severest criticism.

"I do not believe there is any disposition on the part of the Canadian railway companies to deny the facts. I think they admit they have been unable at times to meet the traffic offering with a desirable degree of promptness, because the volume at such times was in excess of their facilities, and they are not prepared to ask why was this the case? Why have they not the requisite facilities? The shipbuilding companies have had the same goods ready to forward it is your office and your duty to transport them without delay."

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Mr. Keith is the architect. The building, when completed, will be three times the present capacity.

Expansion of the Traffic.  
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"Have our railway companies been executing these works during the past five years, or have they, with indifference to the public convenience and for their own increased profit, been taking advantage of the great augmentation of the revenues resulting from these brisk conditions without spending the necessary money to do whatever lay in their power to provide the

Additional Rolling Stock equipment and the requisite extension of their facilities to meet the situation? I can answer for only one railway company. At the end of the year 1901 the Canadian Pacific had 132 locomotives and 2,172 freight cars. At the end of 1906, five years later, the company had 153 locomotives and 2,747 freight cars. So that in five years there was an increase of 472 locomotives and 1,494 freight cars, or about seventy per cent. in each class. It is not surprising, therefore, that the fact that each locomotive and each freight car were replaced by a more modern and more powerful one, and that the passenger cars and other rolling stock equipment purchased and built, or in the process of construction at the end of the year, represented an expenditure of approximately \$2,000,000. During the same five years the outlay for other works, such as improvements, shops, roundhouses, and freight houses, amounted to \$7,000,000, and these figures, added to the cost of the new locomotives and freight cars, make a total of \$9,000,000 spent by the company during the five years for the construction of new lines to further

Develop the Country and for steamships to strengthen Canada's position on the Atlantic coast. For these purposes and for the security of the coast, while the cost of equipment and additions and improvements were met by sale of the company's stock, which realized more than its face value, and by appropriations from the company's cash resources.

"So that during these five years in their endeavor to meet the most gratifying growth of the company's business, the shareholders of this company put back to the property cash to the large amount of \$7,000,000, an average of over \$1,400,000 per annum, or about two and a half times the sum that they had received during the same period in dividends on their shares. When one takes into account the labor, the material and the organization necessary to judiciously expend such a vast sum of money in five years, the marvel is that so much was accomplished, but more wonderful still is the fact that the shareholders, several large works for which money had been appropriated last year, were carried out during the last year, and that we have an order to-day for delivering during the next four or five months of new rolling stock equipment to the value of \$11,000,000, and we hope to have it all in service

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## THE GROWTH OF RAILWAY TRAFFIC

### SIR T. SHAUGHNESSY ON THE SITUATION

#### Canadian Pacific Has Spent Immense Sum In Effort to Handle Business.

(From Thursday's Daily.)  
The text of a letter addressed by Sir Thomas Shaughnessy to Sir Wilfrid Laurier in February last dealing with the efforts made by the Canadian Pacific Railway Company to meet the rapid development of the country, was made public to-day, and is as follows: "I saw the other day newspaper reports of a meeting of the Winnipeg Board of Trade, at which the railways were severely criticised for their failure to furnish adequate facilities for the handling of the traffic. I feel it my duty to place before you some information that may be of use in dealing with a

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## EARL GREY ON ARBITRATION

### SPEECH AT BANQUET OF PEACE CONGRESS

#### Principle of Canadian Labor Act Advocated to Settle International Disputes.

(From Thursday's Daily.)  
The following is a summary of the address delivered by Earl Grey, Governor-General of Canada, at the national peace congress banquet at the Hotel Astor, New York, April 17.

"It is the realization of the truth that just a little more enthusiasm and the light of the new day of universal peace will be upon us. The impulse and desire of mankind on which the future peace of the world depends. And let me remember that it is in the power of every single individual, no matter to what country he may belong, to add to the store of energy which gives us the light of peace, and that there comes a moment when the contribution of one more individual unit is all that is required to convert our darkness into light."

"In my opinion, Canada, that happy Dominion in which it is now my delightful privilege to live, the people have endeavored to settle their international disputes by peaceful methods of arbitration as a means of settling the differences that may divide them."

"Let the legislatures of the world who have recently enacted a law which has made it an offence for the forces of labor and capital to resort to a lockout or a strike without first having a preliminary investigation into the subject of dispute. Although the act is a force only on March 22nd it has already averted on three occasions an industrial war, which, but for this act, would have resulted in a great loss of life and property, and would have left traces of peaceful development of the arts of industry, and would have left traces of peace and misery in the homes of thousands."

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