# ALDERMAN GLEASON BRINGS BACK IDEAS

## Will Submit Results of His Observations to Fellow Aldermen

(From Thursday's Daily)

After a three months trip to Great Britain and the Continent, during which they visited the most important cities and viewed the thousand and one objects of interest which attract the attention of the tourist, Alderman and Mrs. W. A. Gleason, returned to the city yesterday morning much benefitted by their trip which they thoroughly enjoyed but nevertheless glad to once more be back in Victoria. While Alderman Gleason made the trip purely on pleasure bent he none the less took occasion to carefully look into all matters pertaining to municipal government in the various cities which were visited and he has returned home, he states, with many ideas which he hopes to see become incorporated in local municipal government.

Alderman and Mrs. Gleason, who were accompanied by his niece, Miss Kinnaird, journeyed from Victoria to Montreal via the C.P.R. and there joined a party consisting of forty-eight tourists, all of whom made the trip. On their arrival in England the first visit was made to Chester, which proved, by reason of its historic associations to be one of the most interesting cities visited during the tour. London, the Mecca of travelers, was the next stopping place and it was in the world's capital that Alderman Gleason first undertook the study of municipal problems in the hope of getting ideas adaptable to Victoria. He attended a session of the House of Commons and was present at a meeting of the Westminster council presided over by the Lord Mayor. A round of sight-seeing embraced nearly all the important points of interest in the great city. No sooner had he expressed his desire to secure information than every facility for so doing was given him and everywhere, not only in London but in fact during his entire trip, no trouble was spared by those in a position to assist him, to afford him every opportunity of satisfying his desire. In fac,t Alderman Gleason declares the many kindnesses extended to him proved the most enjoying feature of his trip and he cannot speak too highly of the uniform courtesy and attention received everywhere he went.

### On the Continent

From London the travelers visited Paris with its wealth of interesting sights, galleries and objects of historic interest. A week proved all too short and passed all too quickly though the French capital did not, much to Alderman Gleason's disappointment and surprise, come up to his expectations from the municipal standpoint. After a pleasant week in Switzerland the trip was continued on to Rome, where the blending of the modern with the great past lent an atmosphere of interest not encountered in any other city visited. Here a week was also spent and every waking hour was fully occupied in the visits to the ancient ruins, still in a wonderful state of preservation, to the King's palace, the magnificent municipal buildings, the Pantheon and the hundred and one other interesting sights. The tourists attended Sunday morning mass at St. Peters' where His Holiness, Pope Pius, received the homage of the tremendous throng, and also witnessed the ceremonies attending the celebration of the anniversary of the death of the late King Humbert, whose tomb was simply lost to view under the mass of beautiful flowers sent by the patriotic Italians.

Among the many pleasant trips made into the environs of the Eternal City was one out along the famous Appian way through the very gate by which Paul entered Rome over 1900 years ago while visits to the catacombs, the Coliseum, the Forum and a host of other places were crowded into the short time at the disposal of the visitors.

After a brief stay in Vienna which, Alderman Gleason believes, possesses the finest municipal buildings of any city in Europe visited by him, the return was made via Berlin.

### Civic Buildings

"One thing which struck me most forcibly during my trip through Great Britain and the Continent," said Alderman Gleason, "was the great attention paid to the civic buildings. Everywhere we went the centre of municipal government proved to be one of the finest structures and apparently nothing was too costly in the way of municipal adornment. On every hand were evidences that the wealthy people took the greatest possible pride in their city. The great museums, stored with artistic treasures, the fine parks, libraries, etc., all testified to the vast amount of money given by private people and municipalities towards the beautifying of the various cities. It was a lesson which might well be taken to heart here and there is no reason why a start can not be made in Victoria which, of all the cities I visited, is the most beautifully situated and lends itself so perfectly to adornment."

At Berlin, Alderman Gleason met the Burgomaster, was most hospitably entertained and every department of the civic administration particularly those of the waterworks and civic banking was investigated. One thing which struck him was the care which was taken to roof in all the reservoirs used in the waterworks system, something which, he believes, might well be done here, thus preventing any possible contamination of the water from outside resources. The wonderful civic banking system of the German capital was also a source of study. In the magnificent building in which this civic undertaking is housed but few corners were left unvisited and some idea of the magnitude of the operations of the institution was gained when it was learned that in each of the eighteen departments there were handled no less than 65,000 individual accounts and that depositors are receiving three per cent. of their deposits instead of one and one-half per cent. as paid by the banking corporations. The system of bookkeeping and the conduct of the various departments were all explained to Alderman Gleason and proved a veritable revelation to what a municipal enterprise can be made.

### Municipal Ownership

From Berlin the travelers returned to England and after further time sight-seeing in London a tour of the island was made particularly to those cities where municipal enterprise has been most successful, Huddersfield, Scarborough, Glasgow, while other centres such as York and Edinburgh occupied their attention. At Scarborough the system of making the tar macadam roads, which it is proposed to try here, was investigated from the beginning to the end of the process and figures of cost and plans were secured by Alderman Gleason who will submit them to the streets, bridges and sewers committee of the local city council here. In fact, in the great majority of cities the fine roads were a feature of the municipal undertakings and the dust nuisance, so troublesome to Victorians, was an unknown quantity. One secret of the fine roads found in England, was the great care taken in laying them and the constant attention given them. Rough shod methods are not allowed.

### What Glasgow Has Done

"It is in Glasgow that municipal ownership has been brought to its greatest perfection and the success which the system has attained is shown in the better service, cheaper rates, and better conditions of labor for the working classes employed on the utilities. The great public spirit of the leading men, their earnest work for the improvement of the city and its inhabitants, their readiness to give not only their time but their wealth towards the public weal, makes it clear how it is possible for cities to undertake such large enterprises and carry them through to successful results."

Alderman Gleason had the honor of lunching with ex-Lord Provost, Sir Samuel Chisholm, who spared no effort to give his guest every opportunity of securing information as to municipal enterprises.

In Edinburgh Alderman Gleason was entertained by Councillor Currie, a brother of Henry Currie, of Weller Bros. Edinburgh's method of dealing with tramway corporations appealed to Alderman Gleason. There the city lays the tracks, which after being leased a certain number of years to the company revert to the city and in time the whole system will be municipally owned. The company has not the right to enter upon any street it wishes without the consent of the council. But while there appeared no doubt that the municipal owned tramway system is the most satisfactory, Alderman Gleason is of the opinion that of all those systems owned and operated by corporations which he saw on his travels, few give any better service than that in Victoria, all things being taken into consideration.

### Efficient Firemen

One of the most interesting sights, from the municipal standpoint, which Alderman Gleason saw while abroad, was a practice drill of the headquarters force of firemen in London, and the exhibition was one which it would be impossible to better.

### Liquor Traffic

Alderman Gleason did not fail to take cognizance of the liquor question while abroad, and he was surprised to see the extent of the traffic in London. The corner saloon was very much in evidence, many of them worse than Victoria's worst, and fights and brawls, both males and females participating, were of common occurrence in the rougher portions of London and other cities in England, though on the continent he did not see a drunken man or woman during his entire visit, and so far as he could see, the saloon system was not countenanced, the places of entertainment in this line being orderly and the great part of the drinking being done in gardens and places where men and their wives and children congregated and where disorderly conduct was unknown and would not be allowed. But while the continental system seemed immensely preferable to that of England, it was not one that Alderman Gleason would advocate for Victoria.

Alderman Gleason and his companions returned to Victoria by way of Niagara Falls, Chicago, Denver, Salt Lake City, Portland and Seattle.

"And we are all delighted to get back home," he declared. "After all, Victoria, to my mind, is the most beautifully situated of any of the cities we visited, and a little more public spirit shown by its citizens will make it the finest city on the map."

### Improvements to Cathedral.

The painting of the exterior of Christ church cathedral, which has been begun, is in the hands of the Melrose company. The work will cost $700. The contract for the reseating of the nave and aisles has been awarded to Messrs. Weiler Bros., the amount in question being $1,000. The new pews will not only be higher and more roomy, but will also be more ornate than the older specimens, which they will replace. The remodelling of the cathedral organ will cost $1,700; and the contract has been taken by Mr. Roberts, an English gentleman, who in addition to much other work that he has done in this city and province, had charge of the improvements which were made some time since to the organ in St. John's church. Four new stops will be placed in the swell organ, which supplies the softer notes; the keys, which are at the present time unusually hard to the touch, will in this respect be improved; while an electric blower will be provided. Its fan will be located in the belfry, whence the current, which will be produced by the rapid revolutions of the fan, will be conducted by means of pipes into the organ bellows. The general appearance of the organ, as well as the tone and volume of the instrument, will be materially enhanced.

# SCHOOL EXHIBIT

## City Scholars Will Make Good Showing at Coming Fair

This year's school exhibit at the provincial fair promises to be an important one and one that will compare most favorably with those made in previous years. There has been given about 220 feet of spaces and every inch available will be used. In fact it is probable that when the exhibits are arranged it will be found that not enough space has been granted. Complete exhibits of penmanship, drawing, maps, product of the manual training school and many other samples of the scholarship and handicraft of the pupils will be made. A meeting of the city principals was held on Monday evening in Superintendent Paul's office when arrangements were arrived at towards the proper display and classification of the exhibits and on Friday afternoon and Saturday the work of placing the exhibits will be undertaken.

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Work on the laying of the cemetery extension of the electric tramway line is progressing though owing to the quantity of rock excavation on May street progress is slower than on other portions of the road. A gang of about seventy-five men is now employed on the work and it is expected that in the next month or two the line will be completed.

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R. F. Tolmie, deputy minister of mines, has left for a trip through Atlin on departmental business. This is one of the tours which Mr. Tolmie takes at intervals in the administration of the affairs of his office.

# NATURAL HISTORY SOCIETY RESUMES

## Prepare for Season's Work—Deprecate Damage to Shrubs

(From Wednesday's Daily)

At the meeting of the members of the Natural History society on Monday evening, the president, Mr. Carl Loewenberg, was in the chair.

Steps were taken towards the preparation of an attractive programme in connection with the bi-weekly meetings, which will be held during the autumn and winter months.

The constant and malicious acts of the grossest sort of vandalism and presumably by children of this city, in tearing up and destroying trees, shrubs and flowers of the native species which for a long time has been a most regrettable characteristic on the part of certain visitors to Beacon Hill park, was then taken up and considerable discussion followed. The attention of the city park commissioners and of the park superintendent, Mr. English, has been directed through correspondence, to this matter, and the society has been assured that every possible effort will be made to secure the discontinuance of these discreditable practices.

The intention of the society has for some years been to adorn this park with native trees and shrubs, and plants of every possible description. The members of the society are anxious to impress upon the minds of the public in general a proper sense of the shameful thing it is—deliberately to uproot tree, and shrubs, and plants—which at a very considerable expenditure of time and trouble have been placed in the park solely with the view of adding and in a very appreciable measure, to its adornment and beautification; while the very fact that this war is and has been waged upon desirable specimens of native species only adds to the enormity of the offence.

In the course of the discussion, the opinion was expressed that neither the press nor the public placed any real value upon the nature of this work, which the society has so deeply at heart; while it was even said that far from discouraging these atrocities, they seemed rather inclined to encourage them, being hopelessly blind to the manifold beauties of nature in general and to the charms of native vegetation in particular.

The aim of the society is step by step to add to the stores which have been already gathered until a collection which will not only be a credit and an honor to the city, but even to the province, as a whole, is accomplished; but, of course, this achievement will be rendered an utter impossibility unless every care is taken to preserve every item in the catalogue of the country's arboreal and floral riches.

Specimens of every native tree, shrub and flower are desired, but this is a hopeless task, so long as the existing absolute indifference on the part of the public at large upon this subject prevails. At the present time bicycles are ruthlessly run over the flower beds, and Mr. English, the park superintendent, admits that an immense deal of wilful damage has been already done.

Sir Henri Joly de Lotbiniere, during his governorship, took an extraordinary degree of interest in this whole subject, although he strongly favored such an extension of the plan and such a widening of the field as would introduce the numerous varieties of trees and plants that grow elsewhere in America, as well as in Europe, and which will also thrive advantageously here, and in this manner, with Victoria's unquestioned resources in the way of climate and soil, a botanical park could, with the utmost ease, be established either on Beacon Hill or in some other suitable locality, that would add a splendour to the city's attractions which could be gained in no other way.

Sydney, in New South Wales, is a case in point, where can be seen near George street, the principal thoroughfare in that great metropolis, a botanical garden filled with palms, rubber trees, plantains, etc., for Sydney's climate is quite sub-tropical, which is more than worthy of many and many a careful visit and examination.

Sir Henri, while here from time to time, gave most interesting lectures with the object of exciting an active interest in his hobby, while he also imparted useful instruction in the important department of the cultivation as well as the pruning of both trees and shrubs. A fine specimen of the Madrona, or more correctly, the Arbutus Menziesi, is to be seen near the South Park school. This is a remarkable tree, and is to be found in numerous localities up and down the coast.

As an instance of the gross carelessness which is not uncommon in this city, in this relation, it is stated that a great soft maple tree, and a magnificent patriarch which has evidently consumed centuries in its slow growth towards ultimate perfection, was not long ago seriously injured in the bark through being used as a means of hauling up an engine, and although it is not said that this tree will die, it is urged that injury to these trees will surely be followed by a corresponding decay in the branches and top.

One plan is to line the driveway in Beacon Hill park with noble specimens of the Arbutus which is an evergreen, and of the Dogwood, which is a deciduous tree; while both bear the red berries which are such an attractive feature in vegetation during the sombre winter season.

Fire, that relentless and unsatiable enemy of all forest growth, unhappily destroyed many excellent trees in the park during the past summer.

Two varieties of the Spiraea are native to the province, and while both are worthy of perpetuation, they have this unfortunate defect, that their blooms soon fade. The beautiful densely fragrant Syringa Alba, which is to be found in such abundance in the woods, along the banks of the coast section of the Fraser river, is chiefly conspicuous in this city by its absence, although much of it can be observed in far-off Toronto, and even down in the central parts of that city, where a lofty elm, upon one broad avenue, College street west, has been left untouched amid the arid asphalt; while in another part, on Sherbourne street, where a range of noble elms was encountered, the sidewalk was carried carefully around them, leaving these handsome remnants of the original forest unharmed and in the full enjoyment of their unquestioned grandeur.

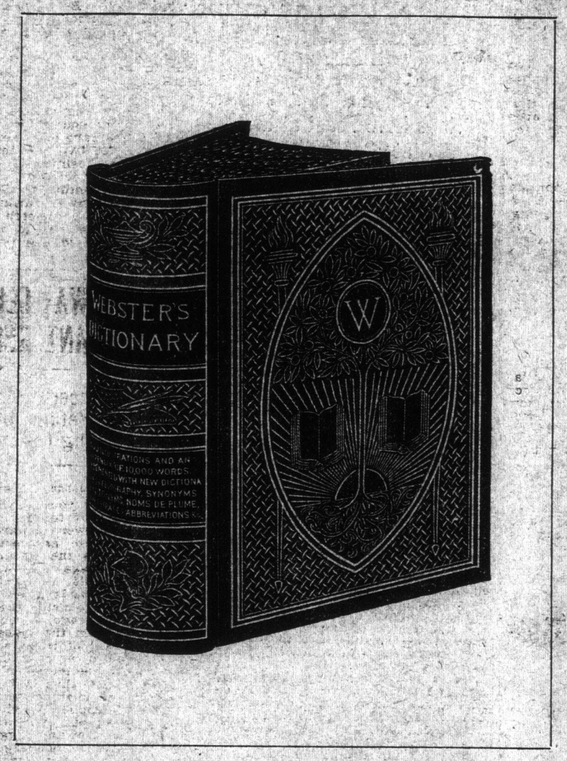
The Canadian elm, Ulmus Canadiensis, is one of the most splendid trees to be found in the whole world, and a genuine specimen should instinctively excite reverence in the mind of even the most untutored savage.

In the collection of trees, native and exterior, which plentifully sprinkles the somewhat spacious grounds of Toronto university, labels are affixed giving both their botanical and ordinary names as well as the region from whence they come. It is intended to make an effort towards having the same thing done here. It forms certainly an interesting feature in any park or in any grounds.

The retirement of Mr. J. R. Anderson from his position in the government service, is warmly regretted by many members of the society as he uniformly took a deep interest in their proceedings, and was always both willing and anxious to assist them in carrying out their most commendable objects.

The next meeting will be held three weeks from Monday evening, the 14th inst.


# Here's Your Chance

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# AN APPRECIATION OF THE KITIMAT VALLEY

## Correspondent Writes of Section Maligned in English Press

In view of the unfair and grossly libellous statements of a recent correspondent of the Yorkshire Post, the following letter, from a gentleman thoroughly conversant with the Kitimat Valley is of interest for the same epistle contained several paragraphs maligning that section of British Columbia:

Kitimat, B.C., Sept. 1, 1908.

To the Editor of the Daily and Weekly Colonist, Victoria, B.C.

Sir:—Having just returned from an extended tour through the Kitimat valley and seeing that the Provincial government is building a good wagon road from the wharf on the west side of the harbor, up the valley, it may interest the general public to read an unbiased account of this neglected portion of the province.

Kitimat valley commences at the head of the Kitimat arm of Douglas channel, an approach from the ocean unsurpassed on the whole coast of British Columbia; an arm of the sea from three to five miles wide and without an obstruction of any kind and free from fogs, with a bold approach from the south end of the Queen Charlotte islands, makes it, in the opinion of such well known navigators as Captain McCoskrie, an ideal route for ocean vessels. The harbor, well sheltered and with good anchorage, is undoubtedly one of the finest on the coast.

The Kitimat valley from the harbor through its enirte length of from twenty-five to thirty miles is from three to five miles in width, the mountains bordering both the upper and lower valleys, are not high but slope off gradually receding in benches to the main mountains and even these are not of any great height, thus allowing the sun free access the whole day long which is an advantage not to be found in any of the other valleys of the coast. It lies nearly north and south and is traversed the entire length by the Kitimat river, which is navigable for boats and during high water for light draught steamers for twenty miles. It is estimated that from 75 to 100 square miles of first class agricultural country was seen covering what was considered the widest and most desirable valley on the coast, without exception and which undoubtedly would make an ideal settlement.

An excursion to the top of Kitimat mountain, about six miles from the harbor was made and from which a magnificent view was obtained of a country that was indeed a revelation to the writer.

Along the left bank of the river was seen strips of excellent timbered land and behind this large open beaver meadows of rich soil, easily drained. From the top of the mountain one obtains an unbroken view of the upper valley for ten or fifteen miles. The soil is rich, fertile and productive, yielding, I am told, splendid crops of potatoes, carrots, turnips, green corn, etc., and further I was informed that there is entire freedom from summer frosts. The country is covered with groves of spruce, cedar and hemlock intermixed with large cottonwoods with open areas covered with a light growth of underbrush, making it a much easier task to clear than is usual on the coast.

It has been proved beyond a doubt that fruit, apples, cherries, plums, and all small fruit, will do well in the upper valley, and from thence on to the Skeena valley, and I am convinced that in time this will be a splendid fruit country. Twenty acres of this land cleared and planted in fruit would be a good home. All that is wanted is the right kind of settlers with a little capital and willing to work.

The climate is very equable, the very moderate rainfall making irrigation unnecessary. The residents tell me that the snow fall is heavy, but as it comes late and disappears early, from the farmer's point of view this is an advanatge.

Throughout its whole extent the country is watered by innumerable streams and lakes, many of the former being of considerable size. These waters as well as the harbor and channel abound with fish of many varieties, while the forests are full of game; grouse are plentiful all winter long; geese and ducks abound, whilst bear, wolves, marten, mink and other fur bearing animals range almost unmolested in the surrounding hills.

The government is putting in an excellent wagon road from the wharf on the west side of the harbor up into the valley and when completed it will be a great boon and convenience to present and intending settlers. This road and its continuation to the Skeena will be the only outlet from the whole Skeena and Bulkley valley country during the coming winter, as the Skeena river at present the only highway into the interior, is usually closed from November to the first of May. A railway through the country just described would mean the opening up and populating of a vast and charming section of British Columbia—only two days' run from Victoria or Vancouver by steamer.

The Grand Trunk Pacific, I hear, hold a charter for a railway from Kitimat to Hazelton, passing directly through the country mentioned, and are supposed to be building the line, but so far there is no sign of construction at the Kitimat end, though I was informed that a few men have been sent up to clear the right of way from Kitselas down, but as yet nothing has been heard of them, and I imagine very little has been done.

The building of a railroad here would meet with no great engineering difficulties, either in grades or bridges; there would be little or no blasting, and the hills are low and free from snow slides. In fact, as far as I can judge it would be difficult to conceive a more favorable route through the coast range than this one, or as capable of being constructed so rapidly and at so low a cost.

The great drawback to the settlement of this fine valley at present is the fact that the government have a reserve extending ten miles up the valley from tide water and nearly the whole of the remaining available portion of the valley is blanketed by timber leases covering in many instances land that does not carry 1,000 feet of merchantable timber to the acre.

A few months ago a number of intending settlers applied to the government to remove this reserve (containing fifty square miles, more or less) but as yet nothing has been done, and as I am anxious to make a home in this valley, I intend with my associates to appeal to them once more to life the reserve now, so that homestead seekers may be enabled to look over the country ebfore the snow flies and winter sets in.

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# PROGRESS IS RAPID ON QUEEN CHARLOTTES

## Canadian and American Capital Developing Wealth of the Islands

Jedway, Sept. 15.—The attention of Canadian and American capital is rapidly being centred upon the Queen Charlotte islands. During the past year development work among their rich mining properties has progressed with such rapidity that today large shipments of rich ore are being made regularly to the smelters, and stampede to rich grounds are of frequent occurrence.

The actual commercial birth of the Queen Charlotte islands may be said to date from 1906, when their untold mineral, fishing, agricultural and timber resources were first made known. Since then prospecting on a large scale has taken place and prosperous towns today have sprung up where for ages silence and wealth have clasped hands. The early settlers located on the south side of Moresby island, no doubt from the fact of its being the logical situation from a climatic standpoint. Here a handful of men built the first log cabin, and after staking numerous rich claims, decided to name their new home Jedway. What a contrast! What a transformation scene has taken place at Jedway in two years. Yet Jedway is practically in its swaddling clothes, but a promising and vigorous infant. Today it has a weekly run of steamers to Vancouver, Victoria, Port Simpson, Prince Ruperi and Port Essington. Its rapid growth has compelled the government to recognize its importance as a commercial centre and already the government has appropriated a subsidy of $10,000 a year in order that a semi-weekly mail service may be inaugurated from Prince Rupert to the islands, and will increase this subsidy to $15,000 a year in order that a still better mail service may be given its settlers. Jedway is progressive, full of enterprise and claims a class of business men and residents which would be a welcome addition to a large metropolis, and boasts of men who work hand in glove with an esprit de corps that is hard to beat.

Moresby island at present is more fortunate than any other portion of the islands, inasmuch as its mining interests are more advanced and special ore steamers are now running monthly between there and the smelters. The Copper Queen, the property of Seattle capitalists, will soon be ready to ship, and the Eagle Tree, a very promising property and controlled by the Tyee Copper company, Ladysmith, has commenced active operations.

At Collison bay, to the southeast, much mining is going on. A syndicate of Bellingham capitalists are operating the Bellingham Copper mine, a very rich property, which has undergone considerable development, and they also will be in a position to begin shipments at an early date. Grouped close to these properties are the Thunder, the Minnie and the Meal Ticket, which are bonded to Montreal capitalists, who are getting ready to begin active work. Another very promising property which recently was acquired by a Vancouver syndicate, is the Copper Coin.

It may be stated that conditions all over the island are particularly promising; big strikes have been made on the west coast and over twenty prospectors have left Jedway for Tasso Harbor, and from last reports big results are anticipated.

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While proceeding down the straits on Sunday afternoon on a trading expedition, the sloop Rhododendron, of Port Angeles, Capt. Hall, commanding was driven ashore at the mouth of the Elwha river, five miles west of Port Angeles, and was totally wrecked. During the stiff breeze prevailing the tiller ropes of the little craft were carried away, leaving her helpless. The man who accompanied Capt. Hall, Mittge by name, attempted to make shore in a small boat, but it was caught in the heavy surf, overturned, and the man was drowned.

Farm hands from a neighboring ranch, who witnessed the accident, finally succeeded in rescuing Capt. Hall, after much difficulty. The body of Mittge was not recovered. The man is said to have been a recent deserter from the British bark Balmoral, now loading wheat at Tacoma for the United Kingdom.