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Government Grants Request for Incorporation — Limits Proposed by Deputation Are Decided Upon

An executive decision of very great importance to the development of the west coast of Vancouver Island was reached yesterday by the Provincial cabinet, when it was decided to grant the petition for the incorporation of the city of Port Alberni, in connection with which letters patent will now issue at the earliest possible date.

This petition has been before the government since August last, but has been held up through strong opposition offered by the old town of Alberni. The residents of that town, which is two miles distant from Port Alberni, the terminus of the newly opened section of the Esquimalt & Nanaimo Railway, petitioned for municipal union with Port Alberni, or, failing that, for an alteration of the proposed city boundary. The Executive decision was from time to time postponed in the hope that residents of the two neighbor towns might reach some amicable arrangement; but this was found to be impossible.

Finally the citizens of Port Alberni grew somewhat impatient and sent an influential delegation, thirty-five strong to Victoria by special train, commencing to urge as energetically as possible the immediate granting of the petition. This delegation waited upon the Executive on Tuesday, and on Wednesday was followed by a smaller delegation from Alberni. After hearing both sides of the case the decision was announced above was reached, and was yesterday communicated to the interested parties by Premier McBride.

Port Alberni, the new city, is the fifth city to obtain incorporation on Vancouver Island, although its energetic citizens both hope and expect that it will in a few short years rank second only to Victoria on this Island. Great developments in the way of railway enterprises, lumbering and mining are now taking place in the contiguous district. The Canadian Pacific (B. & N.) has already completed its connection with the town, and the Canadian Northern Pacific has surveyed its line through to the southern boundary of the new city. The B. C. Telephone Co. has installed a local service during the past few months, and it is confidently expected that the trunk service with Victoria and other coast cities will be inaugurated this year also.

When the infant city was emerged from the throes of its first municipal election, among the urgent duties awaiting the attention of its council will be the provision of adequate water and sewerage services, and attention to the streets of the town. Its citizens are enthusiastically optimistic as to the future growth of their city, especially as Port Alberni will be on the through route for mail and passengers between Canada and the Orient, as recently announced.

Apart from the many valuable resources of the district which alone suffice to make it a busy city, Port Alberni aspires to become one of the important seaports of the Northern Pacific seaboard.

DID NOT OMIT VICTORIA PORT

Mr. E. J. M. Nash Denies Van- couver Report of His Sum- ming Up of Great Coast Harbors

Absolute denial of the statement published in an interview in a Vancouver paper to the effect that he had named a list of Pacific Coast ports, which did not include Victoria, as the important ports of world-wide significance in future trade development, was given in an interview here last evening by Mr. E. J. M. Nash, of the Royal Mail Steam Packet Company, contracting marine consultants, who has been in the city for the purpose of making a survey of the ports of the Pacific Coast. Mr. Nash stated that in the ports he had visited prior to coming here he had been forced to listen to many exaggerated stories concerning their advantages and their nodding commerce, intended for nothing more than courtesy, was he, in fact, mistaken for mature and final opinion. Referring to Victoria's possibilities as one of the most important ports of the Pacific Coast, Mr. Nash stated that he was here to look into the details and had already seen enough to cause him to decide to make his examination most thorough.

Mr. Nash was questioned by the Colonist soon after his arrival in Victoria and his response to questions was courteous and hearty.

"What about Victoria, Mr. Nash?"

"Well, what about it?"

"Why were you quoted in the Vancouver papers yesterday as excluding Victoria from the list of ports on the Pacific seaboard that were possessed of world-port possibilities?"

"Ah, but I find that as a general rule I am often misquoted than quoted," replied Mr. Nash.

"It is not a fact that you excluded Victoria from that list of ports of world-wide significance?"

"Certainly it is not. In the first place I had not seen the port of Victoria at the time and it would have been preposterous of me to exclude what I had not considered; and secondly, the report referred to is very incorrect in its reference. As a matter of fact I am here now for the purpose of examining the harbor, its facilities for shipping, etc., and I think you may take it that there is sufficient denial of the report referred to. I am here to learn, not solely the port on the Pacific which does the greatest shipping trade at the present time—that would not require a personal visit and inspection—but the respective possibilities of the Pacific ports with the Panama Canal operating."

In conversation, he explained to the Colonist representative that the object of his visit to Victoria and the other leading shipping ports on the Pacific seaboard was to place before the company, which he represents a report upon the prospects of each of them in connection with the influence of the Panama Canal, so that, as superiors would be in a position to make their headquarters at this most suitable port, Mr. Nash made no secret of the fact that the opening up of the canal would have a tremendous effect upon the present lines of the ships of his company. The north Pacific at the present time is not tapped by them at all, but as the greatest shipping concern of the world the Royal Mail Company cannot ignore this part of the country after the Panama Canal is opened up, and it is with a view of placing their ships to the best advantage that the present tour of inspection on the part of Mr. Nash is being taken.

Having been in practically all the cities of the coast prior to coming to Victoria, Mr. Nash is a great optimist in regard to the future of the shipping industry on the coast. He gives credit to all the places he has been in for one or other special features, but, of course, at this time it is impossible for him to say definitely in which of them the Pacific coast headquarters of the company will be located. He explained that he had had to listen to many exaggerated reports upon the merits of all the cities he had visited, and his "nodding affirmations" of these had apparently in some quarters been constituted as his matured opinions. Of the other cities he had nothing to say beyond conceding to Vancouver that it was bound to be one of the great ports of the coast and ultimately of the world. Of Victoria he could say nothing, save that his impressions were favorable enough to induce him to go thoroughly into the matter of its capabilities today. He will go over the harbor and ascertain its possibilities, which he will report to his outer wharves and the dock facilities for the larger type of steamers.

He also intends calling upon the Board of Trade and obtaining from that body the data regarding the tonnage, etc., that has passed through the port during the past year. Of course, he will also take into consideration the projected government improvement in connection with which Mr. Coste, the government engineer, was recently in the city. All these things will be weighed in the balance, not against the claims of the other cities for the trade of the future, for as a matter of fact he conceded that Victoria, located where she is, could not very well be passed over, but in relation to the plans of the Royal Mail company for extending into the shipping trade of the north Pacific, a branch of shipping which it has hitherto let alone.

Speaking of the development of the shipping of the Pacific coast as a result of the Panama Canal opening, Mr. Nash stated that immediately the passage was opened there would be a great rush of individual steamers, just as there has always been in connection with the establishment of other trade routes. That will probably prevail for a few years, until the larger companies get into line with new steamers, after which the evolution that has marked the shipping of the older countries and the older routes will be re-

peated, a few large concerns ultimately buying out the individual freighters and establishing a regular line of steamers such as is carried on at the present time in practically every other part of the shipping world. Even now arrangements for that great consummation are being made. The Royal Mail company, which has nearly 500 steamers, has no less than 14 new steamers ranging from 16,000 tons up, either contracted for or under construction, and it is quite likely that several of these will be requisitioned for the future trade of the Pacific coast. Mr. Nash's visit to the coast is the precursor to that promised event, and when it is realized that the company which he represents is the greatest shipping corporation in the world, the importance attaching to his visit may be better realized.

Company Control Bill.

One thing Mr. Nash explained, while it may be no criterion as to the company's intention in regard to the establishment of headquarters on this coast, is of particular significance to the British mind. It is that by means of a supplementary charter granted to the company about eight years ago the control of the government and management of the company must always be in British hands. He pointed out the controlling interest among the stockholders must be British subjects. That fact is interesting in itself, but it becomes all the more interesting when it is coupled with the reason for its adoption. Mr. Nash explained that the British government, in order to counteract the favoritism of the J. P. Morgan interests, which, about that time, sought out the controlling interest in the White Star Line, the Atlantic Transportation Line, and others.

By reason of the recent absorption of the Union Castle Line the Royal Mail Steam Packet Company is now the largest shipping concern in the world. This deal, which is considered the biggest known to shipping history, and which owed its success to the efforts of the late Sir Owen Phillips, chairman of the company's directors, was the means of wresting the lead from the International Mercantile Marine Company. The latter company was then second and the Royal Mail company third. This, of course, means that England has the lead, not only in the matter of steamers plying the North Atlantic but in these plying elsewhere also.

Mr. Nash stated that within the last few years the shipping situation in England has developed an interesting aspect. Many of the smaller companies, which were widely known all over the world, have been absorbed by a few of the larger companies so that now the shipping of the world is practically in the hands of a few great corporations. The Royal Mail Company has absorbed the Pacific Steam Navigation Company, the Lamport and Hope Line, the Shire and Glen Lines and lastly, the Union Castle Line. Other lines of the world, such as the P. & O., had been doing the same thing with the result that very few of the smaller companies remain independent. It is in this state of affairs brought about by the necessity for economizing in all possible directions, that induces Mr. Nash to prognosticate that within the near future the shipping of the world will be in the hands of a few large corporations. He regards this as a desirable state of affairs, and he will ensure the largest and best equipped vessels doing the carrying trade of the world, while the smaller companies will gradually disappear.

Mr. Nash sees in this development the making of the British mercantile marine much more powerful than it has hitherto been, and he is confident that the interests wrapped up in the numerous small concerns will be benefited thereby.

Spilled ballots, 41. The bylaw carried.

High School Loan—\$275,000.

For 176.

Against 54.

Spilled ballots 38. The bylaw carried.

Newer Loan—\$450,000.

For 2108.

Against 240.

Spilled ballots 21. The bylaw carried.

Parks Expenditure.

For 1195.

Against 1194.

Spilled ballots 54. Bylaw defeated.

Oak Bay Avenue Widening.

For 1164.

Against 1062.

Spilled ballots 34. Bylaw defeated.

Charitable Institutions Bylaw.

For 1443.

Against 625.

Spilled ballots 82. Bylaw carried.

Public Library Bylaw.

For 1215.

Against 981.

Spilled ballots 76. Bylaw defeated.

Water Works Loan—\$200,000.

For 2199.

Against 229.

Spilled ballots 30. Bylaw carried.

Civic Centre Bylaw.

For 1376.

Against 771.

Spilled ballots 123. Bylaw carried.

Shortening Hours For Sale of Liquor.

For 1761.

Against 2097.

Spilled ballots 190.

Abolition of Ward System.

For 1972.

Against 1028.

Spilled ballots 84.

Government by Commission.

For 1872.

Against 1236.

Spilled ballots 560.

Mr. John L. Beckwith is mayor-elect of Victoria. By a majority of 48 votes out of a total of 417 votes cast he was returned at the head of the polls yesterday, defeating Mr. A. J. Morley after a campaign which, by reason of his mainly stand taken upon public matters and his absolute avoidance of the question of the abolition of the ward system, resulted in his receiving the confidence of the majority of the electors of the count, and when the results were no longer in doubt he received a rousing public reception. Associated with Mr. Beckwith on this year's council will be Aldermen Gleason, O'Neil and Humber, the only members of last year's council, and, as new blood, Messrs. Beard, Anderson, Stewart, Baker, Cuthbert, Porter and Dilworth. Alderman W. F. Fullerton, who has served for ten consecutive terms in the council, and Alderman Alexander Peden were among the vanquished.

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honor in the first and Mr. Porter and Mr. Dilworth winning in the latter section. Mr. Porter, by the way, secured the highest number of votes cast for any single candidate.

Earlier Return.

By the separate ward system of voting the count of the ballots was much more expeditiously done but it was well on to midnight before the final figures were tabulated.

A large crowd gathered before the Colonist windows to await the returns and the keenest interest was manifested. When the figures showed Mr. Beckwith leading the cheers were long and loud and the final results, when posted, occasioned an outburst of enthusiasm accentuated when Mr. Beckwith himself appeared on the scene. In response to continued demand for a speech the mayor-elect mounted a ladder and was compelled to pause bare-headed for several minutes while his enthusiastic supporters made the welkin ring.

Mayor-Elect Is Pleased.

"Gentlemen," he said, "I feel that the honor of this victory rests with you and I cheerfully yield it to you. We were told it was impossible to defeat the incumbent of the mayor's chair, the victor in so many three-cornered fights. And I will admit that I feel proud of this victory for we have won fairly, in a clean fight, and we come out of it with clean hands. None can gainsay this.

"My only desire is that I may fill the difficult office of chief magistrate of this city with honor to myself and with profit to you. I promise equal justice to all consideration to the claims of everyone and my best endeavors in your behalf.

"Gentlemen, I thank you again. Goodnight." And amid renewed plaudits his Worship-elect descended. He was followed by Alderman-elect Herbert Cuthbert and others.

It was of course before the returning officer had returns complete enough to declare the mayoralty and aldermanic winners in the customary place—the police court room—and every inch of space was occupied by cheering electors who heartily applauded the remarks of the various successful and unsuccessful candidates. Mayor-elect Beckwith received another ovation as he spoke with his opponent and the various candidates also spoke briefly.

Probably this morning the newly-elected council will attend in a body at the court house and be formally sworn in.

The civic centre referendum permitted of a vote for or against a cent, and the total figures above show the result of the vote. In addition to those who voted in favor of the measure there was an opportunity of saying which of the six sites mentioned they preferred. The selection resulted in a vote of 508 for the site of the present city hall with the addition of the balance of the block and the block lying immediately to the west between Broad and Government streets, 457 for the site located at the head of Pandora avenue, immediately east of Chambers street and between Rudin and Pandora avenues; 310 for the site of Christ Church cathedral; 174 for the site on the north side of Pandora avenue, between Vancouver and Cook streets; 100 for the site bounded by Blanchard, Pandora, Cormorant, and Douglas streets, and adding thereto the site of the present city hall and the land to the westward; 98 for the market building block plus the present city hall site and the land to the westward.

THE CIVIC CENTRE REFERENDUM.

Form No. 2.—Form of Notice.

Cost Land District—Cost Range 1.

Take notice that Homer Spring of Vancouver, B. C., occupation Insurance Agent, intends to apply for permission to purchase the following described lands: Commencing at a post planted 30 chains north of the northwest corner of Lot 12, Bella Coola, thence south 20 chains, thence west 40 chains, thence north 10 chains, thence east 50 chains more or less to south-east corner of Lot 2, thence south 20 chains, thence west 80 chains, thence south 20 chains, thence east 50 chains, thence north 10 chains more or less to the northwest corner of Lot 2, thence east 30 chains more or less along south boundary of Lot 2, to point of commencement.

VINCENT CLAYTON, December 15th, 1911.

LAND ACT.

Form No. 3.—Form of Notice.

Cost Land District—Cost Range 1.

Take notice that Homer Spring of Vancouver, B. C., occupation Insurance Agent, intends to apply for permission to purchase the following described lands: Commencing at a post planted 30 chains north of the northwest corner of Lot 12, Bella Coola, thence south 20 chains, thence west 40 chains, thence north 10 chains, thence east 50 chains more or less to south-east corner of Lot 2, thence south 20 chains, thence west 80 chains, thence south 20 chains, thence east 50 chains, thence north 10 chains more or less to the northwest corner of Lot 2, thence east 30 chains more or less along south boundary of Lot 2, to point of commencement.

VINCENT CLAYTON, December 15th, 1911.

LAND ACT.

Form No. 4.—Form of Notice.

Cost Land District—Cost Range 1.

Take notice that Charles Ball of Vancouver, B. C., occupation Insurance Agent, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the southeast corner of the Indian Reserve at Vancouver Bay, and about half a mile west of Aarlan Rapids, and marked E. S. S. W. corner, thence north 40 chains, thence east 20 chains, thence south 40 chains, thence following the foreshore westerly to point of commencement, containing in area, 150 acres, more or less.

CHARLES BALL, December 15th, 1911.

LAND ACT.

Form No. 5.—Form of Notice.

Cost Land District—Cost Range 1.

Take notice that Edward Soiva, of Vancouver, B. C., occupation Insurance Agent, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the southeast corner of the Indian Reserve at Vancouver Bay, and about half a mile west of Aarlan Rapids, and marked E. S. S. W. corner, thence north 40 chains, thence east 20 chains, thence south 40 chains, thence following the foreshore westerly to point of commencement, containing in area, 150 acres, more or less.

EDWARD SOIVA, December 15th, 1911.

LAND ACT.

Form No. 6.—Form of Notice.

Cost Land District—Cost Range 1.

Take notice that James Reid, of Vancouver, B. C., occupation Insurance Agent, intends to apply for permission to purchase the following described lands: Commencing at a post planted 10 chains north of the southeast corner of the Indian Reserve at Vancouver Bay, and about half a mile west of Aarlan Rapids, and marked E. S. S. W. corner, thence north 40 chains, thence east 20 chains, thence south 40 chains, thence following the foreshore to point of commencement, containing in area, 150 acres, more or less.

JAMES REID, December 20th, 1911.

LAND ACT.

Form No. 7.—Form of Notice.

Cost Land District—Cost Range 1.

Take notice that Morris G. Parker, of Vancouver, B. C., occupation Insurance Agent, intends to apply for permission to purchase the following described lands: Commencing at a post planted about one mile north of the southeast corner of the Indian Reserve at Vancouver Bay, and about half a mile west of Aarlan Rapids, and marked E. S. S. W. corner, thence north 40 chains, thence east 20 chains, thence south 40 chains, thence following the foreshore to point of commencement, containing in area, 150 acres, more or less.

MORRIS G. PARKER, December 21st, 1911.

LAND ACT.

Form No. 8.—Form of Notice.

Cost Land District—Cost Range 1.

Take notice that Albert V. Johnson, of Vancouver, B. C., occupation Insurance Agent, intends to apply for permission to purchase the following described lands: Commencing at a post planted about one mile north of the southeast corner of the Indian Reserve at Vancouver Bay, and about half a mile west of Aarlan Rapids, and marked E. S. S. W. corner, thence north 40 chains, thence east 20 chains, thence south 40 chains, thence following the foreshore to point of commencement, containing in area, 150 acres, more or less.

ALBERT V. JOHNSON, December 21st, 1911.

VICTORIA-TACOMA STEAMER SERVICE

Sound Steamers of C. P. R.
will Continue Run to Tacoma
Daily from Victoria
Beginning in May

TACOMA, Jan. 11.—Victoria-Tacoma daily passenger steamship service, to be inaugurated May 1 by the Canadian Pacific Steamship company, with a view to demonstrating the quantity of business available, was announced last night by T. H. Martin, manager of the publicity and industrial department of the Commercial Club and Chamber of Commerce, who received a telegram yesterday from C. E. Usher, passenger traffic manager of the C. P. R., dated Tacoma, was a positive assurance that Mr. Usher had arranged for a daily direct passenger steamer service from Tacoma to Victoria, to start May 1. According to the telegram, steamers will leave Tacoma at 8 p.m., arriving at Victoria at 7 a.m., and depart from Victoria at 9 a.m., arriving in Tacoma at 5 p.m.

It is demonstrated that a sufficient passenger business is available, says Mr. Usher, a daylight passenger service both to Victoria and Vancouver will be inaugurated.

Mr. Usher's telegram comes as a result of several months' hard work by the publicity and industrial department of the Commercial Club, and Chamber of Commerce, which has been endeavoring since last summer to bring about a daylight passenger service between Tacoma and British Columbia ports. Two months ago, in response to an invitation extended him by the department, Mr. Usher visited Tacoma and made a personal investigation of the dockage facilities and possibilities of business in Tacoma, and departed with the assurance that before long there would be a direct passenger service between the three ports, as desired.

Nothing was said in the telegram as to the fares that would be charged, and it is to be presumed that these have not been decided yet. An effort will be made by the Commercial Club and Chamber of Commerce to have the rates made the same as those affecting Seattle.