TELLS OF MARCH OF PROSPERITY

Premier in Address at Annual Meeting of Board of Trade Summarizes Progress of British Columbia

ELECTS OFFICERS FOR ENSUING TERM

Report of President and Directors of Body Is Received and Approved — Ottawa Members Present

The story of the progress of the province as exemplified by the development of railways and roads, of its timber, fisheries, agriculture, mines and other of the lesser resources which contribute towards the aggrandisement of British Columbia was told in an unusually able address delivered by Premier McBride before the annual meeting of the Board of Trade held yesterday afternoon. His speech was characterized by optimism of an inspiring nature based upon facts and figures relative to the wonderful progress being made by the province. Concluding his able address, he said: "The years which now approach seem to me from the signs of the times to be filled with a greater promise for the inhabitants of this province than a Canadian people ever experienced before."

Election of Officers

The election of officers of the Board of Trade for the ensuing year resulted as follows: President, Mr. H. G. Wilson; vice-president, Mr. A. E. Todd; secretary, Mr. F. Elworthy; council—Messrs. W. J. Anderby, G. Carter, J. Forman, D. R. Ker, J. Kingham, S. Leiser, C. H. Lugrin, J. A. Mara, B. C. Mess, F. A. Pauline, S. J. Pitts, C. W. Rhodes, J. J. Shallcross, H. B. Thomson and J. A. Wright; board of arbitration—Messrs. E. V. Bodwell, A. W. Bridgman, H. F. Bullen, R. P. Butchart, Lindley Crease, D. Doig, C. A. Holland, D. R. Ker, G. A. Kirk, Max Leiser, F. A. Pauline and J. B. H. Rickaby; auditors—Messrs. G. W. Mitchell, W. Laird and E. E. Billinghurst.

The financial statement for the year was a most satisfactory one. At the end of the last financial year a sum of $562.92 was standing to the credit of the Board at the bank. This year the amount to credit on June 30th amounted to $694.65. The auditors, Messrs. E. E. Billinghurst and George W. Mitchell, in submitting their report, expressed their appreciation of the manner in which the secretary had kept the books and accounts of the Board.

Premier's Address

Easily the outstanding feature of a most successful meeting, at which sixty members were in attendance, was the address of Premier McBride. He opened by acknowledging the kind invitation of the Board. He remembered many other occasions on which a similar honor had been conferred on him. He understood that Mr. Simon Leiser had retired from the position of president, and had been succeeded by Mr. H. G. Wilson. The valued record left by the retiring president would, he hoped, be emulated by his successor. Mr. Leiser was a typically affable western man who had established a record in the office of president of the Board of Trade which was second to none. His characteristics—energy, ability and determination—had been very much in evidence through his term of office.

Continuing, the Premier alluded in a touching manner to the loss which the province had sustained in the death of Captain R. G. Tatlow. Speaking of him, he said that it would be difficult to find a more useful and efficient public servant throughout the Empire. His withdrawal from the government had been a serious personal loss to him (Premier McBride). He had a very high esteem for Captain Tatlow, and he deplored the loss which his death meant, not only to British Columbia but to the whole of Canada. As minister of agriculture in the provincial government the late Captain Tatlow had annually regaled the Board with a review of economic conditions as they existed in the province. He (the Premier) would quote some figures, but he could not hope to put them forward in anything like so able and luminous manner as Captain Tatlow.

Must Be In Advance

"In this western country," said the speaker, "the duty of a government is not only to keep abreast of the march of events but to be in advance. In this respect the provincial government has been open to close criticism. There is nothing healthier than criticism which comes from a fair opponent. I think the country throughout, in spite of changing times, has advanced to a healthy and sound financial position, and I will endeavor in the rough to tell you what has been accomplished.

"The government's duty is to keep alive to the possibilities of the province, and to display foresight insofar as is possible to provide facilities to enable future development to go unchecked. Its duty is, further, to secure information regarding lands suitable for settlement, to open up the country, and to provide means of communication.

"The increased revenue of the province has enabled greater attention to be paid to the making of roads for the purpose of opening up new districts and giving better means of communication. For instance, while ten years ago there was half a million dollars devoted to roads, streets and bridges, in 1909-1910 this amount rose to $1,900,000, in round numbers. For 1910-1911 the estimate is $2,320,000, or nearly three million dollars. Among these estimates there is a sum of $150,000 for the Vancouver Island Trunk Road, to improve the grade between Mill Bay and the Summit. The government proposes to make this one of the best roads in the province. We believe in a thoroughly serviceable trunk road through the Island to connect the southern end with the northern extremity. The Hon. Mr. Taylor, who is a most efficient minister of public works, as a result of his travels, favors, as far as the finances of the government will permit, the tieing up of the trunk roads of the Island. I speak as a Victorian in saying that the people of this city could make no better investment than the improving of the trunk roads of the Island. Incidentally, I may mention that it is the desire of the minister of public works to connect the various trunk roads running through the province east and west so as to make a grand trunk road to connect with Alberta. This, in conjunction with the Island road, will give a traffic road in the province a thousand miles in length.

Surveying Lands.

"In the matter of surveys the government has now 37 parties in the field surveying crown lands. With a desire to preserve the land for the actual settler as far as possible all the land being surveyed this year is open to pre-emption only and reserved against purchase. Last year the approximate amount of land surveyed was 400,000 acres. This year the amount will be considerably increased.

"Of particular interest to the island is the establishment of a reserve at Buttles Lake, with a view to making that magnificent district a provincial park. I do not think any stretch of the imagination can picture the wonderful scenic attractions of this neighborhood. The Hon. Price Ellison, chief commissioner of lands, with a party, is now on his way to visit Buttles Lake with a view to making a personal examination so as to be able to advise what steps should be taken to best carry out the wishes of the government. The Buttles Lake reserve will be one of the finest, if not the finest, parks on the American continent. If it proves only 30 per cent. as good as I have been told, Victoria has right at her doors a playground which cannot be equalled in North America.

"With regard to the conservation of water in the province we have established a water board of which Mr. W. S. Drewry is the chief commissioner. Irrigation in the dry belt has been carried on so that now there are thousands of acres of land made fit for cultivation. We are going to conserve the water of the Okanagan. In accordance with the legislation passed in 1909 with regard to the water act there are three parties in the Okanagan at present making surveys looking to the possibilities of the conservation of water for irrigation purposes with a view to increasing the land available for settlement. Under the present law the object is to prevent the holding of water for speculative purposes, and to take precautions that may result in the fullest use of the magnificent water powers of the province. The extent of these is not yet known but under the chief water commissioner information will be gathered as to the extent available. In drafting the bill no stone was left unturned to give British Columbia the best water act possible. Under it as much land as possible will be made productive and each acre will be given its right proportion of water.

Publicity Work.

"Now I want to say something about publicity work. I see present Mr. McCaffey, secretary of the Vancouver Island Development league, whose fame has spread far and wide through the length and breadth of this continent. I think today if you will look over the publicity literature which is being issued you will find that it takes high rank among any similar publications in Canada. To make known the possibilities for settlement, the resources and opportunities for investment, the bureau of information is exceedingly busy disseminating information and answering inquiries from all parts of the world. The printing bill is growing out literature as fast as posible. Nearly half a million bulletin and folders were distributed last year besides many maps. Only reliable data is put into these publications.

"A good work has been accomplished by the fruit displays at exhibitions in the old country made in some 20 places. The result was a number of medals as prizes including the gold medal for excellence of quality and perfect cultivation of fruit at the Colonial fruit show of the Royal Horticultural society. Displays were also made at Regina, Winnipeg and Toronto exhibitions with great success. A display made at the Sportsmen's exhibition at Victoria and the pleasing news has been received from Mr. Warburton Pike, who has charge of the B. C. exhibit that of the 24 awards given British Columbia won six. So prominent did the B. C. exhibit become at Vienna that the Austrian emperor paid a visit to Mr. Warburton Pike and congratulated him on the showing made by this province. In connection with this display exception might be taken in some quarters to the fact that the exhibit was shown in the C. P. R. building and that this company provided transportation. Under the circumstances I consider that such an arrangement was good business for the province. It saved us a matter of $2,000. This exhibit at Vienna was the last word in publicity. British Columbia has been proved to be the island land for big game hunting and sportsmen.

"In connection with other publicity work we have moving pictures of the province's resources in different English music halls. Not long ago Earl Grey, the present governor general, told me that he had taken the then Princess of Wales, now Queen Mary, to witness these moving picture advertisements and that he had been told that British Columbia was first in advertising among the provinces of the Dominion.

Timber Industry.

"The timber industry of the province is a subject which it is difficult to deal with in a few words. The output of lumber for 1909 was 775,000,000 feet, valued at $12,000,000. Of this 450,000,000 feet were cut from coast mills and 325,000,000 feet from Mountain mills. The total cut is an increase of 10,000,000 feet over 1908. The outlook for the present year is particularly bright.

"In connection with the timber industry the government is taking special pains to secure the best means of conserving this resource by means of a commission which will report on the best methods to pursue, so that the wisest legislation may be enacted. We are fully determined to protect this unrivalled asset. The timber commission, composed of Mr. F. J. Fullerton, chairman, and Messrs. A. C. Flumerfelt and A. S. Goodeve, M. P., has visited every portion of the province and has collected data of a varied description. It has also visited Washington and had a conference with Mr. Gifford Pinchot, until recently chief forester of the United States government. It has been to Ottawa and consulted with timber experts there. The government expects that the report will be ready within the next few months and at the next session up to date legislation to protect the timber wealth of the province will be brought down.

"To guard against the danger of forest fires there is a staff of fifty-three district fire wardens, three divisional fire wardens and one chief fire warden. This is nearly double the force of a year ago. The vote for fire fighting is $75,000. Besides this all road foremen have been appointed as assistant fire wardens with instructions from the public works department to put on crews to fight fires in case of necessity, thus giving a good reserve force when required. Other precautions have been taken by way of circulars and making it necessary for settlers to take out permits for clearing, thus helping to check indiscriminate burning. In the new timber bill we hope to incorporate provisions which will considerably reduce the present cost of fire protection, and which will have for their object the conservation of the timber wealth of the province.

Mineral Output

"The output of mines for 1909 was of a value of $24,423,025, a satisfactory increase over 1908, when the total was $23,851,277. In ten years the output of the mines has doubled in value. In the year 1899 the total output was $12,393,000. The outlook for the present year is exceedingly good, and it will be noticed with satisfaction that increased attention is being paid to the industry in the north. As means of communication extends it is to be expected that more development will take place in districts where the means of transportation for ore have been hitherto lacking.

"I cannot pass over the question of mines without drawing some attention to the development work which is in progress at present in the Portland Canal district. A report recently issued by the department of mines stated that no camp in the history of the province ever started under more favorable auspices than that at the Portland Canal. We expect great things from that portion of the province, and I believe that we are not going to be disappointed.

"The figures for British Columbia fisheries production for 1909 are not yet available, but those of 1908, totalling $6,456,000, show an increase of $342,000 over 1907, and 1909 will show a very much greater increase from the fact that the salmon pack alone had an increase of 415,000 cases, which would about double the value of the pack of 1908, which was $3,484,369. It is, therefore, safe to estimate the total value of the fisheries for 1909 at not less than $10,000,000, as the value of the halibut, herring and other fish are much greater than in previous years. It is also gratifying to know that Canadian companies are more actively engaged in halibut fishing, competing successfully with foreign companies that formerly controlled the business.

"The government at Ottawa has appropriated a sum of $50,000 to meet a similar sum by our government for a moiety of the fishery licenses collected under an agreement made in 1901. In the matter of fisheries, as well as in everything connected with the development of the province, we want to act in harmony with the federal authorities. There have been differencies, but we have done, and are doing our best to work in unison for the good of the province.

"You know all about the development going on in the Queen Charlotte Islands. You know what is happening near Victoria. The potential wealth of what I will call our sea farm, comprising our salt and fresh water fisheries, has not yet been established. Everything in British Columbia is big. The same bigness which characterises our timber and our mines will eventually characterize our fisheries. There are people abroad who are skeptical about our resources, but they have only to come here to learn what they are.

Agricultural Output

"The estimated agricultural ouput of the province in 1909 aggregated $8,500,000, exceeding all previous records by a million dollars. While this is encouraging, there is still much to be desired, as the importation of agricultural products which amounted to $7,000,000 in 1908 rose to $13,000,000 in 1909. The increase in the value of home products in the face of a short crop may be accounted for by the higher prices paid to the producer, while the increased quantities of food stuffs imported indicate a rapid growth of population as well as the increased purchasing power of the people.

"In the matter of dairying, while the actual figures are not available, the value of butter and cheese produced in 1909 is approximately estimated at $897,000, or about 25 per cent. over that of the previous year. When it is considered that the imports into the province last year of butter were over $3,000,000, and that the imports of dressed poultry and eggs for the same period were $2,225,000, it will be seen that there is great room for these industries in the province. The government is doing all it can to right this condition of affairs. We have brought in poultry and dairy experts, and with the aid of the Farmers' Institute, have endeavored to illustrate to the people the agricultural possibilities of the country along the lines of dairy and poultry farming. Perhaps this condition, whereby so much dairy and poultry produce is shipped into this province, is one which will right itself, as the means of transportation are increased and new agricultural areas opened up for settlement.

"A conservative estimate of the fruit crop for the present year is that it will be three times that of any previous year. In 1909, 3,810 tons were exported, while this year the export will be at least 12,000 tons. The importation of nursery stock are 175 per cent. over yast year. More than 2,800,000 trees have been inspected by the fruit inspector's office, and the importations in the fall will bring the total to probably four millions. The local consumption of fruit has grown largely during the last year. Perhaps nothing in the province looks more promising today than the development which is taking place in the fruit industry. Our products in this respect are excellent and of standard quality. Wherever the fruits of British Columbia are sent they meet with immediate recognition. In the Okanagan in the course of a couple of years so much acreage will be under cultivation as will increase the output of fruit many times."

The Premier here read from a report of the department of agriculture, as follows:

"The promise of generally good crops throughout the province has been well maintained up to the present time. The trees everywhere are exceptionally heavily laden, and the quality of the fruit promises to be very clean. There is an anticipated output from the Okanagan Valley alone of 500 carloads of fruit. The total yield from the whole of the province is rather hard to arrive at correctly, but as a conservative estimate, there will probably be 1,000 carloads of fruit available. Prices realized for the strawberry crop were good to very good. Some of the crop on Vancouver Island, however, sold locally, which ought to have been exported to the middle west, brought rather low prices. In every case where fruit has been well packed and graded to the northwest provinces, good prices have been the result.

"The cherry crop has been a fair crop everywhere. Prices realized have been very satisfactory. Most of the fruit has been of excellent quality. The pear crop is good throughout the province, and prices offering for this variety of fruit at points in the middle west are very satisfactory.

"Plums and prunes also will be a full crop. The apple crop is exceptionally good at almost every point, and the output will be very large. Orchards are rapidly coming into bearing, and the increased acreage yielding fruit this year will be great.

"The associations and large shippers are making every preparation to handle the fruit output. Everything points to an improvement in grading and packing this year, and the organization for marketing the fruit is in much better shape than at any time previous. The peach crop of the Okanagan will be very heavy."

Continuing, the speaker said: "Provided the growers are enabled to secure the necessary help at harvesting time everything points to a successful year for the fruit industry of the province. The great increase in the work of the agricultural department has necessitated additions to the staff of a provincial creamery instructor, another vetinerary inspector and two horticulturists, one for the Yale-Kamloops district and one for Vancouver Island and the Lower Mainland. The question of establishing demonstration farms has been taken up by Mr. Scott, the deputy minister of agriculture, after he had made a careful study of conditions in the province, and these will be established shortly.

Railway Programme.

"Now, before I conclude I want to say a few words on the important subject of railways. Since I last addressed this board the provincial government has enacted legislation which arranges for the construction of the Canadian Northern Railway from the confines of Alberta to the Pacific Coast and from Victoria to the west coast of Vancouver Island. Work on the Vancouver Island portion of the road has been delayed for a few weeks but at the end of that time either Mr. Mackenzie or Mr. Mann will arrive on the coast and the contract, for probably the first 20 miles, will be let. Work has already commenced on the first 60 miles of the mainland construction.

"It is the intention of the government to assist the Canadian Northern Pacific Railroad to build from the south to the north end of the island. The delay in the commencement of construction on this island road is due to the fact that exhaustive surveys are being made in order that the best route may be ascertained. From one of the preliminary reports presented by Mr. Hughes the Canadian Northern engineer on the island I am informed that a standardized road with a grade of no greater than one per cent. can be built. This must be a matter of congratulation to your board.

"Victoria will be the headquarters of the Canadian Northern Pacific Railroad on this island. The head offices and the workshops of the line will be located here. The produce of the entire territory of Vancouver Island will presently be made tributary to Victoria. All the hidden wealth of the north end of the island will be uncovered and find its way here. I believe that the time is coming when Victoria will stand out as one of the big commercial centres of the Pacific Coast. There is room on Vancouver Island for a large city and I don't think there is any place more suited for it than Victoria.

"Mr. Mackenzie has informed me that he hopes to have the island road built within three years time.

"The contract for the first 30 miles of the Kettle River Valley Railway has been let by Mr. Warren. This portion will carry the road from Merritt up the Coldwater to Sumas. The construction of the road will bring the Kootenays 24 hours nearer Victoria. It is going to open up a tract of virgin territory.

"Then there is Mr. Hill's project whereby he intends bringing the Great Northern over the Hope mountain by way of the Coquahala. I am led to believe that Mr. Hill is determined to push this line through to completion.

"Furthermore, the Kettle River Valley company has secured a franchise from the Dominion government to build a road from Ruby Creek through to the Kootenays.

Other Extensions.

"In addition to the foregoing projects logging roads are either being built or projected on both the island and the mainland. The E. & N. railway is being extended to Comox. On railways along the coast within three years a sum of from $40,000,000 to $50,000,000 will be spent in this province.

"The activity in railroad construction in British Columbia is one of the potent factors in development and settlement. With the completion of the Grand Trunk Pacific through the central portion of the province; the Canadian Northern on the mainland as well as on the island; the Great Northern and the Kettle River Valley lines; besides the extensions being made by the C. P. R., the incentive to settlement, already very great, will be wonderfully increased. On the island the Canadian Northern will throw onen to settlement large areas of land tributary to Victoria, while the Alberni, Comox and Cowichan districts will be developed by the extensions of the E. & N. railway.

"I wish," said the Premier in conclusion, "that I had facts and figures in my head, like my late esteemed colleague, Captain Tatlow. I have not, so I have had, as best I could, to give you a kind of superficial review of conditions as they exist in the province today. But from what I hope you will be able to glean something of the progress which is being made and of the great possibilities which are in store for us. The years which now approach seem to me from the signs of the times to be filled with a greater promise for the inhabitants of this province than a Canadian people ever experienced before." (Prolonged applause.)

On the conclusion of the address, which was interpolated with frequent rounds of applause, a vote of thanks was moved to the Premier by Mr. H. G. Wilson, the new president of the board. He alluded to the efforts made by the board of trade and the Vancouver Island Development League in pointing the way towards development. The extension of roads and railways in the island meant prosperity.

The motion was seconded by Mr. C. H. Lugrin.

In replying to the vote, Mr. McBride said that his pleasure in acknowledging it was enhanced by the fact that the new president, Mr. Wilson, was a Western product, like himself. It must be a great pleasure to a man of Mr. Wilson's years that he had been elevated to the proud and honored position which he now held.

Mr. G. H. Barnard, M. P.

The other speakers were Mr. G. H. Barnard, M. P., and Ralph Smith, M. P. The former alluded to the great pleasure which it gave him to return from Ottawa and find such a spirit of optimism abroad here. The eyes of capitalists in the East were looking towards British Columbia in a very different way to that in which they had regarded this province some years ago.

Continuing, he said:

"Now, while there is nothing further from my wishes than to say anything which might tend to mar the harmony of today's proceedings, still there is one matter that I feel I must touch upon. It was with some hesitation that I determined to attend the meeting here today, for I felt that I could not come and remain silent as to the treatment accorded me by the delegates sent by this board to Ottawa, during the last session of parliament, and at first I had made up my mind that it would be better, perhaps, to stay away altogether. Upon reflection, however, I decided that as I was satisfied that no matter what motives may have actuated the members of that delegation personally in acting as they did, the members of this board, as a whole, had no intention of acting discourteously towards me, and, therefore, that it was my duty to myself and to the many members of this board whom I am happy to say I am able to number amongst my friends, to accept the invitation extended to me and be present at the annual meeting.

"The matter to which I allude is the action of the delegates of the board in wholly ignoring me during their visit to Ottawa. I happened to meet the members of that delegation within, I think, twenty-four hours of their arrival in Ottawa, and subsequently on several other occasions, but on no occasion did they see fit to enlighten me as to the objects of their visit. What their reasons were for so acting I am not aware. For two years I have been representative of this city in Ottawa, and during those two years I have had a good deal of correspondence with the board of trade, and I think I can fairly say that I have during that time given close attention to the wishes of the board and have to the best of my ability, such as it is, endeavored to further these wishes in every respect. Consequently I have not felt, and do not now feel, that I have in any way deserved the insult to which I have been subjected.

"Had I been endeavoring to thwart the wishes of the board in connection with the matters with which the delegation was sent to Ottawa or had I been endeavoring to further corporate private interests at the expense of the city, their action would have been, at least, understandable; but, on the contrary, I had advocated on the floor of the house and pressed upon the minister in private the necessity of the very things the delegation came to ask for.

"Under the circumstances I can only conceive that their action should be characterized, as I believe it was intended, viz., a deliberate insult and an attempt to belittle me personally in the eyes of the authorities in Ottawa. Whether such a course of conduct is worthy of the delegates of the board of trade of the capital city of British Columbia, or is one that will tend to the advantage of the city, I leave to the judgment of the members of the board of trade."

Mr. Simon Leiser

Mr. Simon Leiser, one of the delegates in question, rose to reply. He stated that he and his colleague Mr. Kingham had received a very cold reception from Mr. Barnard on their arrival in Ottawa. He (Mr. Leiser) had been present in the house during the debate on the naval bill, and he had heard Mr. Barnard applauding the opponents to that measure. He was so incensed at this, he stated, that he determined that he would have nothing to do with Mr. Barnard during his visit to the federal capital.

Mr. Barnard stated that he was willing to justify his position on the naval question before any audience in the city of Victoria. The statements made by Mr. Leiser that he had been cool towards the delegates was incorrect. He had greeted them cordially on their arrival in the capital, and had expected that they would consult him in regard to their mission. On the contrary, they had told him nothing. He felt that he, as a member for Victoria, must take exception to this kind of treatment, and hence the reason for what he had said.

Mr. Ralph Smith

Mr. Ralph Smith, M. P., on being called on to address the board, said that as a member of the Dominion house he was proud and delighted to share in the prosperity of British Columbia. He believed that the Dominion government was doing its best towards this province. What was best for the province could only be brought about by the co-operation of the two governments. No matter how far apart these governments were on political questions, where the interests of the province were concerned they should work together. Personally he was free from political fight, but he believed that in the question of the development of the province there should be harmony and co-operation between the governments. In the matter of the development of the province, there was work for everyone. It was the business of the different cities and communities to unite together and work for the development of the great resources of British Columbia. And when the wealth was created, it was a matter to see that every honest man would have his share in it.

Votes of thanks to Messrs. Barnard and Smith were passed unanimously.

The report of the president of the board for the past year read as follows:

To the Members of the Victoria, British Columbia, Board of Trade, Victoria, B.C.

Gentlemen:—Upon proceeding with the consideration of the annual report of the Board's business to 30th June, 1910, sincere regret must be felt that we can no longer have with us a familiar visitor, the late Honorable R. G. Tatlow. Although not a member of the Board he never failed as a Minister of the Crown, to accept your invitations, and the addresses which he delivered on those occasions furnished some of the most valuable information which this Board has published. Always optimistic, it is indeed to be wished that he might have been spared to see the developments which he so eloquently led you to expect but which sometimes were not equally apparent to less well informed observers.

Victoria Harbor

The progress made during the past twelve months throughout British Columbia is very perceptible and the city of Victoria has shared in the general prosperity. As an indication of the rapidity of changes in this western country it may be recalled that when the Hon. Dr. Pugsley, Minister of Public Works, visited this city in August last, he was led to believe that the improvements to the harbor were being sufficiently advanced to meet requirements; but he promised that the work would be expedited whenever necessity arose. Within five months an acute situation resulted from the opposition to the Grand Trunk Pacific Railway Company's wharf plans. On examination of the proposals the opposition was found to have some justification but happily by a slight modification of the original designs and arrangements for an extension of the navigable area in the harbor it has been found possible to allow the new wharves to be constructed. The importance of this question was recognized by your sending to Ottawa two delegates, accompanied by Mr. G. A. Keefer, Dominion Government engineer, who placed the facts before the Hon. Dr. Pugsley with the result that two Lobnitz rock crushers were ordered, and votes included in the supplementary estimates to keep them operated day and night. The first work to be done by the crushers will be on rock in front of the Marine hospital, which it is estimated will take two years to remove.

The dredge "Ajax" is continually employed in deepening the channel of the inner harbor to provide a uniform depth of 20 feet of water at low tide, and also in improving the approaches to the wharves.

The dredge "Mudlark" is working in the upper harbor, where the work to be done is more than equal to the life of that plant.

It is satisfactory to note, however, that tenders are being called for a new dredge, to be used in Victoria harbor, and that the immediate requirements of the port are being provided for with all possible despatch.

Marks of Progress

The new wharves and warehouses of the Grand Trunk Pacific Railway, one of the piers being 320 feet in length, are a substantial addition to the steamer berthing accommodation in the inner harbor; and show the faith of the company in the possibilities of business at this port.

The Canadian Pacific Railway Company have found their recently constructed wharves and warehouses inadequate, and they are planning extensive additions.

At the Outer harbor, where there is 30 feet of water at low tides, plans are prepared for new wharves and warehouses, in anticipation of future developments.

Shipping

The arrival of the Grand Trunk Pacific Railway Company's palatial steamer, "Prince Rupert," on the tenth day of last month, the first vessel of that company's fleet in these waters, marks a new era in the coast business at Victoria. The sister ship, "Prince George," is now almost due, and it is sufficient to say that they rank with the pioneer vessels of the Canadian Pacific Railway Company's Princesses "Victoria" and "Charlotte"; and that this combined fleet, lengths between 300 and 340 ft., are possibly superior to any vessels of their size serving the Atlantic or Pacific coasts of this continent.

Some idea of the growth of the trade of British Columbia may be judged from the fact that the coasting fleets will be increased this year by fifteen or more passenger steamers. No one can compare the present conditions at this port with what existed only a few years ago without realizing that the growth has been phenomenal.

Railways

It is also most gratifying to find the railway situation on Vancouver Island is improving. The Esquimalt & Nanaimo Railway Company's extension to Alberni is being vigorously proceeded with, the track now being laid to within 2 1-2 miles of Cameron Lake, which will, in the course of two or three weeks, enable passengers to travel comfortably by rail to within a distance of eighteen miles by wagon road of Alberni, as against the fifty-mile drive from Nanaimo last year. This drive through a beautiful country is now rendered comparatively easy by the recent construction of a new wagon road around Cameron Lake, sixteen feet in width, which, together with the improvements made by the Provincial Government on the road over the Alberni Hill, will bring Alberni within much easier access of Victoria.

The balance of the grading between Cameron Lake and Port Alberni is well under way, and should be ready for the rails early next year and then Victoria will be within six hours travel of Alberni.

The extension of the line towards Comox and the North is already well advanced by the completion of the mainline road as far as Parksville, a distance of twenty miles beyond Nanaimo, and where the branch line to Alberni commences—and the contractors are now busy clearing the right-of-way for between Union and Courtenay and Oyster River, and there is every prospect of the intervening section between Parksville and Union Bay being constructed in the near future.

New Branch Line

In accordance with the arrangement with the purchasers of extensive timber limits in the Cowichan Lake district, the Esquimalt & Nanaimo Railway is busy securing right-of-way for a branch line between Cowichan Lake and tidewater on the east coast of the Island, and it is stated that construction will be started on this line just as soon as a site is decided on for the large mill operations contemplated.

At the session of the Legislature just closed a contract was concluded with Messrs Mackenzie and Mann for an extension of the Canadian Northern Pacific system to the Pacific coast, via the Yellow Head Pass, including ferry connection with Vancouver Island and continuation of the railway to Barkley Sound, via Victoria, to be completed within four years. Contracts for the first five miles from the coast eastward have been let and as soon as the route between Victoria and Barkley Sound has been decided upon the construction will commence without delay.

The placing in service of a second transfer barge between the Mainland and Vancouver Island by the Canadian Pacific Railway, consequent on the increased development not only of westbound shipments to the Island, but of the shipments of lumber outwards is an indication of the benefits derived from what is practically direct rail communication. Plans are being prepared for a third transfer barge in order to take care of the rapidly increasing business, which action is in accordance with the assurance received from the Railway Company that prompt and efficient service would keep pace with the demand.

The freight cars of the Great Northern, Railway Company, after ferryage, enter Victoria via Victoria & Sidney Railway. It will therefore be seen that the delivery of freight in cars in Victoria by three transcontinental railways is within measurable distance.

Tramway Affairs

It has long been felt that arrangements should be made for the delivery of freight in cars at the merchants warehouses at Victoria. The most feasible plan appeared to be for the "switching" to be done by the B. C. Electric Railway Company, but unfortunately that company was handicapped by reason of insufficient motive power. The facts being placed before this board, members interested themselves with the result that the company are now developing additional ten thousand horse power at Jordan River which will overcome the difficulty complained of.

It is the intention of the British Columbia Electric Railway Company to extend their tramway system as soon as the new power is available, probably in about six months; when the cost of light will also be reduced. The company's trackage in Victoria and suburbs at present is 22 miles.

Freight and Passenger Rates

The railway freight and passenger rates charged in British Columbia have continued to engage the attention of this Board of Trade. The complaint is that the freight charges on goods from this coast destined for eastern points are higher than would be charged on the same goods if brought from the Atlantic sea-board, or east Canada trade centres, to this coast. The passenger rate charged in British Columbia also is higher per mile than is charged in eastern Canada.

The contention of the Canadian Pacific Railway is: That the cost of doing business in a mountainous country is much higher than in a prairie country; that the British Columbia division was more costly to construct; that it is more costly to maintain and that with the less favorable gradients, the cost of hauling is increased.

The position taken by the merchants and other bodies is: That the Canadian Pacific Railway was a national undertaking guarantee of completion to the Pacific coast being embodied in the terms of union between this Province and Canada; and that in view of the enormous land grant which was made by British Columbia in aid of the undertaking there should be one schedule of charges applicable throughout the original system; and that the prevailing freight and passenger rates discriminate unjustly against this Province.

Discrimination

The Provincial Government was moved to prefer, before the Board of Railway Commissioners for Canada, a charge of discrimination as against the Canadian Pacific Railway Company, with the following results: Attorney General of British Columbia vs the Canadian Pacific Railway, 8 Canadian railway cases 346 at page 354 as follows:

"If the applicant desires to give evidence for the purpose of establishing that in view of all the circumstances the rates now charged in British Columbia are unreasonably high, or that undue discrimination exists, leave for such purpose should be granted, otherwise upon the record as it now stands the application fails."

In March last the Government of British Columbia took initial proceedings on the lines suggested in the judgment, and the case is now in course of preparation.

As soon as it became known that it was proposed that this Province should aid Messrs. Mackenzie and Mann in extending the Canadian Northern Railway to the Pacific coast, it was urged upon the Government to insert in any agreement that might be made provision for the control of freight and passenger rates to be charged. This recommendation is set forth in section No. 8, of the Memorandums of Agreement, which in part reads as follows:

"In consideration of the guarantee of the securities hereunder, the Northern Company covenants that the Pacific Company will agree with the Lieutenant-Governor in Council may, from time to time, having due regard to so doing to the position and interests of the Pacific Company, and in the case of Canada, having also in mind the desirability of obtaining reasonable rates from points in the Province of British Columbia to points in the other Provinces, or vice versa, modify any rates established by the Pacific Company for the carriage of freight and passengers to and from all points on the said aided lines within the Province of British Columbia: Provided, further that if the Pacific Company shall be heard and its interests taken into consideration as aforesaid: Provided, further, that if the Pacific Company shall at any time be dissatisfied with any rates modified by the Lieutenant-Governor in Council, it shall have the right to appeal from the order modifying any such rate to the Supreme Court of British Columbia."

This section can hardly fail to have a most beneficial effect on freight and passenger rates between competitive points in British Columbia as soon as the Canadian Northern Railway is in operation.

It redounds to the credit of the merchants of British Columbia that the volume of distribution from this coast to eastern points has grown to present proportions under the conditions complained of and it is most gratifying to find Victoria merchants participating so successfully with other coast cities which enjoy the same terminal rates.

Distinguished Visitors

In August last advantage was taken of the Hon. Dr. Pugsley's visit to lay before him the views of this board with respect to the development of the ports of Victoria and Esquimalt. After a conference an adjournment was taken to the steamer "City of Nanaimo," kindly placed at the Ministers disposal by the Canadian Pacific Railway Company and an inspection followed of the Inner and Outer harbors of Victoria, including the area which would be available if the Brotchie judge breakwater scheme was carried out. The party then proceeded to Esquimalt, landing at the Naval Dockyard, which the Minister inspected. The following day the board arranged for a smaller steamer and the Minister was shown the Upper harbor of Victoria (above the railway bridge); the views of the board being laid before the Hon. Dr. Pugsley whenever the steamers reached points where improvement works are desired. The Minister's promise that the dredging and the rock removal should be further expedited to meet the requirements of the port, whenever it is shown that the growth of business demanded it, was much appreciated.

On September 2nd last the board welcomed to Victoria the Rt. Hon. Lord Strathcona and Mount Royal, and a copy of the address presented to him will be found appended hereto. The presentation was made at the Empress Hotel, as befitting his Lordship's unofficial visit; but with the knowledge of his keen interest in educational matters it was deemed advisable to refer to the intended establishment of a Provincial University and to point out that some of the most available sites near Victoria are owned by the Hudson's Bay Company, of which company his Lordship is Governor. It was not expected that his Lordship would commit either the company or himself to any promise, even in advance of a definite proposal. Nevertheless, at the close of the proceedings general satisfaction was felt that he had become better acquainted with the situation.

Experimental Farm

A site for a Dominion Government experimental farm was also brought to his Lordship's notice; and it is worthy of note that the site selected by the Government's agent as "first choice" was offered by the Hudson's Bay

(Continued on Page 8)

ALBERTA CROP HAS FAIR CH

Conditions in Prairie P Are Described by Mr Manager of Alberta Elevator Company

RAIN IS NEEDED IN SOUTHER

Damage From Droug Serious So Far—L Dakotas Caused b Weather Will Be Gre

VANCOUVER, July 8—"Th ent is the critical period for t crops of southern Alberta. there has been no actual da the grain by reason of lack ture, the absence of rain hav held back the growth so far the wheat is good of color an of root. All that is needed and the next thirty days wil mine the yield. Until the conditions of the next mont themselves, it is too early to any definite prognostication yield per acre. In the northe of the province there has been of rain, and the crops there excellent condition. On my w I had a wire from my office gary informing me that rain w ing there, and that is a health These statements respecting conditions in Alberta were mad by L. P. Strong, manager of berta Pacific Elevator Company owns or controls nearly one-fo on the prairies. Mr. Strong in Vancouver last night fro gary. He has recently returne a business trip to Mexico. Re north, he passed through the P and he has this to say regardi conditions in Central and Nor kota:

"There I found the grain c shot to pieces. The season part of the country is earlier t Alberta, and the result was t hot weather simply burned the up. This will mean a large d in the yield. Judging by preser ditions I expect that the grain of Alberta this year will averag as compared with the crops past four or five years, but, as it is a little too early yet to what the results will actually do not expect that the yield pe will be as large as that of las son, which was a bumper year f

FATAL COLLISION OF TRAIN AND

C. N. R. Train Strikes Lo Trailer on Winnipeg Ch ing—One Woman K Several People Injured

WINNIPEG, July 8.—The Can Northern passenger train C which left the depot at 4:45 this o near Oak Point, Lake Man ran into a crowded trailer on the nipeg Electric Street railway a Pembina street crossing in Rouge, killing Mrs. Lawrence seriously injuring her husband three-year-old son, who died in hospital in a critical condition.

Mrs. James Lyon, of Meade John Urquart, a student, of M street, and E. Lawrence, clerk, of street, are also badly hurt, and in the hospital.

The train was running at abo miles an hour at the time of the ac cident, and Flagman McCoy, who on duty claimed he signalled train to stop but the engineer was noticed by the engineer. The flag has been arrested.

The street car was bound for Park, a summer resort about miles from the city, and was cro with passengers, many of whom ceived minor injuries. Mr. and Lawrence and family came here Toronto on a visit and were out seeing in the city.

On account of many narrow escap this crossing the railway commis last spring ordered a subway to put under the railway tracks, work on the subway is well u way.

Summer Hotel Burned

BLUEMONT, Va., July 8.— Ridge Inn, the largest hotel at summer resort, was totally destr by fire early today. Several score guests and servants who were slee when the fire was discovered, esc without injury, although a numbe persons had to jump from windows ret out of the burning building. loss is estimated at $40,000, only pa covered by insurance.

Noted Banker Dead

NEW LONDON, Conn., July 8.— ath of Elisha Francis Riggs, Washington, D.C., at his summer re ce in the Pequot section last n removes a banker of international utation. His father was the foun of the firm of Riggs and Comp Washington, lately changed to Riggs National Bank, and Mr. R succeeded his father as the head the institution. Mr. Riggs was pro inent in financial and charitable w in Washington. The cause of his de was angina pectoris.

Passed Examination

Mr. J. A. Nixon, son of Captain C. Nixon, of the steam yacht Mow has passed for a coasting master's c ficate after the usual course of st at the Victoria nautical school.

A Chinaman was crushed to de at the Deer Lake mill, Burnaby, Thursday, by a falling tree.