

SETTLEMENT OF ISLAND TROUBLE

AGREEMENT WITH E. & N. RE SETTLERS' RIGHTS Company to Abandon All Suits and Get 20,000 Acres of Land

Legislative Press Gallery, March 8th. This afternoon Premier McBride introduced an act to ratify an agreement entered into between the government and the E. & N. Railway Company on October 31st last, in settlement of the long-pending trouble over the rights of Vancouver Island settlers in their land grants.

In return for the company discontinuing all actions and proceedings arising out of grants made under the Vancouver Island Settlers' Rights Act of 1904, and "quit-claiming" by deed to the grantees all its rights and titles, the company receives the right to locate 20,000 acres of crown lands on the island, within three years of the act being assented to. The lands are to be located in rectangular blocks of not less than 840 acres, and the crown grants will convey the lands and all timber, coal, coal oil, stone, slate, marble, clay, mines, ores (including gold and silver), minerals and all substances thereupon, therein and thereunder. All lands are to be exempt from taxation for ten years from the date of issue of crown grants. In addition to these lands the province reserves the foreshore and all coal under the sea in Nelson and Newcastle districts, and is to grant to the company, upon application, the foreshore and the coal underlying the sea for one mile out, that now held by others as soon as the existing rights fall in. No license to prospect for coal shall hereafter be issued other than to the company for such coal lands.

The premier, in moving the second reading of the bill in the evening, said the government had taken great pains to try to bring about a settlement of this question, which had vexed many governments in British Columbia. The government had done everything conditions would permit in providing adequate and equitable remedy. All through the dealing with this matter the government had the able assistance of the member for Nanaimo, Charles W. Ross, who, in reviewing the subject, said the company had only built to Wellington, although it was to have built to Seymour Narrows, but notwithstanding its failure to go away with the land grant and more. The position he took was that, having taken something that did not belong to them and failed to get away with it, the company was not entitled to any compensation.

J. H. Hawthorthwaite said no question was of greater importance or interest on this island, and it contained a lesson for the House. A quarter century ago Victoria had been exceedingly anxious to get a railway, and being strongly represented in the House got this. In its selfishness and jealousy of the farmers and others the city at that time sacrificed the interests of the province—and as yet, twenty-five years after, there had not been brought about the object for which such sacrifices were forced upon the province. The lesson for the legislature was that it should not sacrifice the rights and interests of the province to the selfishness of one section.

Mr. Hawthorthwaite went over the legislation which has been passed, and charged that after the passage of the act in 1904 a couple of prominent politicians had stamped his district and succeeded in getting a number of settlers to believe that nothing would come of it. Hence these people had got let out. It was a criminal act that the gentlemen in question had been guilty of, and it was a pity that in any way it could not be brought home to them. The amount of compensation proposed was far too much. The member for Nanaimo declared that he would vote against the second reading unless he got an assurance that men who had been misled into refraining from applying for a grant were allowed an opportunity of coming in.

The second reading was carried on the following vote: Yens, McBride, Bowser, Cotton, Young, Eilsson, Shatford, McPhillips, Thomson, Schofield, Behnen, Manson (Dewdney), Macgowan, Gifford, Hayward, McGuire, Mackay, Parson, Davey, Jardine, Manson (Stewart), Fiddall, Callanan, Miller, Jackson, Cawley, Fraser, McDonald, Braden, Manson (Conroy)—23. Nays—Hawthorthwaite, Jardine—2. Land speculation. Reference to the land-staking agreement published in the Times this evening was made in the House tonight in committee on the Land Act amendments, Mr. Hawthorthwaite contending that it was necessary some provision should be put in to prevent this sort of thing.

Premier McBride replied that the matter had been frequently discussed and cases of alleged buying for speculation mentioned, but so far as the records of the lands department disclosed the act had been closely adhered to, and the agency provision become such as to justify its retention. It would be in some instances absolutely impossible for other than the actual grantee to take up the land, but when the immense area of land and the distance which would be covered were considered the committee would agree that the provision allowing an agent to act was not one which should be abolished. At the present time it was not found feasible by the government or department to overcome this. As to so-called speculation, many new-comers to the province who came in as pre-emptors had brought generous means to the country and taken a substantial part in the development of British Columbia as to timber, mines and fisheries. If the experience of the Northwest was to be taken the land companies which were operating were most successful, and the class of settlers they brought was very fine.

Timber Licenses Extended. The sections of the act dealing with the extension of the tenure of timber licenses, a policy borrowed from the Liberal party, provide that licenses shall be renewable from year to year while there is on the land merchantable timber in sufficient quantity to make it commercially valuable. This is the phraseology of the Dominion license.

H. C. Brewster asked who would decide what constituted a sufficient quantity of merchantable timber. The premier replied that the statutes settled clearly when land was timbered. So long as licenses chose to pay the rentals the government would not interfere.

Mr. Brewster again brought up the question of giving grants or leases to the chain-wide strip above high water, which in many cases shuts out access to the sea. The premier did not think it would be right to refuse grants because at some remote time there might be a road needed. Mr. Brewster referred to the fact that in many parts of Alberni this strip was the only place that could be used for a wagon road. If pieces were crown-granted it caused a lot of trouble and delay.

RESCUING BODIES OF SLIDE VICTIMS

FOURTEEN FOUND IN CREEK AT WELLINGTON Investigation Into Disaster Will Be Opened at Seattle Next Week

Wellington, Wash., March 9.—The bodies of 14 of the victims of the avalanche on the Great Northern railway have now been recovered. Twelve was the total result of yesterday's work and two more were recovered this morning. Most of them came from the creek bed, 300 feet below the tracks, where the avalanche came to a stop. The smoking car which contained Italian laborers, stopped in the creek bed in three feet of water and under twenty feet of snow.

The rotaries working from the east side were within a few hundred yards of the east portal of the tunnel this morning. The big ploughs on this side should have the line open to Wellington to-night, or at the latest to-morrow noon, when the Great Northern will again be clear to Spokane after a lapse of three weeks. Seattle, Wash., March 9.—The Wellington avalanche will be probed to the bottom next week by Coroner James C. Snyder. Practically all of the survivors, Great Northern officials and trainmen and rescue workers will be subpoenaed. The first thing to be investigated is the meeting held the night before the avalanche in the observation car of the train. The passengers requested guides to take them down the mountain and were refused. Every person who attended that meeting is dead with the single exception of Henry H. White of Seattle.

Further, guests at Seaside Hot Springs hotel will be asked to tell what they know of the Great Northern allowing a forest fire to rage for weeks last summer burning the mountains slopes bare and destroying the trees and shrubbery which would probably have prevented the slide.

H. C. GILL ELECTED MAYOR OF SEATTLE Semi-Commission Form of Government for the Sound City

Seattle, Wash., March 9.—Seattle yesterday declared for a wide open town and elected Hiram C. Gill, Republican candidate, mayor by the scanty plurality of 1,800 to 2,000, instead of the predicted 7,000 to 10,000. Gill's majority over William H. Moore, Democratic candidate, will not be more than 2,500 votes, judging from the returns.

Gill carries all the downtown wards and many of the residential districts. Moore carried the ninth, tenth and eleventh, and possibly the eighth ward. The twelfth, thirteenth and fourteenth are still doubtful, and Gill carried the remainder.

A bitter fight was made on Gill, and the fight told on him at the polls. He ran far behind his party in most of the wards. Thirty-five thousand five hundred votes were cast out of a registration of 42,628, as against 33,960 votes in the recent primary.

The day of party politics in Seattle is at an end—if the new charter amendment carried by a wide margin in yesterday's election can end it. The new plan gives Seattle a semi-commission form of government. In the future there will be nothing on the ballots to show the party with which the candidate is allied. Names will be placed on the ballots upon the filing of a petition signed by 25 voters. A primary will be held two weeks before the general election, and the two highest candidates at the primary will have their names on the ballots at the general election.



RUSHING "BUSINESS"—BUT MAKING WORK FOR THE LAWYERS.

MINISTRY OF ALBERTA RESIGNS

W. H. CUSHING TO FORM GOVERNMENT

Trouble Over Agreement With Great Waterways Railway Company

Edmonton, March 9.—Attorney-General Cross has resigned his portfolio. This statement was secured from authoritative sources at midnight. Hon. W. H. Cushing is reported to have returned to the cabinet, which forced Mr. Cross to take the drastic step he did.

Both parties when interviewed refused to give out any information, and neither would deny or affirm the story. Be that as it may, it is known that the Attorney-General's resignation is now in the hands of the Lieutenant-Governor. This leaves Hon. A. C. Rutherford and Hon. Duncan Marshall the only members of the cabinet with portfolios, Messrs. Buchanan and Lassard not having any.

Cushing to Form Ministry. Edmonton, March 9.—Later—Over the Great Waterways railway agreement Attorney-General Cross, Messrs. Lassard and Buchanan, without portfolios, and Deputy Stock, of the public works department, resigned to-day and W. H. Cushing has been called on to form a ministry.

Edmonton Journal's Views. Edmonton, Alta., March 9.—The Edmonton Journal printed the following this morning: W. H. Cushing, ex-minister of public works, was offered his portfolio in the cabinet again by Premier Rutherford in view of the Attorney-General's resignation. At first he accepted this morning, but finally refused under pressure of his fourteen fellow members in the Legislature. Within 24 hours he has faced both ways on the deal, double-crossing the Premier, with the result that the first

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ANOTHER SLIDE IN MOUNTAINS

FOUR MEN BURIED TWO ARE RESCUED

Bodies of Thirty-Five Victims of Roger's Pass Disaster Found

Field, B. C., March 9.—A snow slide descended late yesterday in this vicinity. It originated in an ice field high up the mountain and fortunately came down a small gully, but it caught and buried a switch engine at the end of the yard.

After the snow flurry was cleared, it was found the engine was fifty feet under the snow. Three men were in the cab, Engineer McRae, Fireman Lauderman and Yard Foreman Mainprize. The latter managed to scramble through the front window to where there was little hope of relief for the striking railway employees in that direction.

His statements were taken by the delegates to mean that the striking men had reached the point where they were practically forced to ask for aid. Situation in Philadelphia. Philadelphia, Pa., March 9.—Only the most radical of union leaders and followers to-day will not concede that the great general strike is a failure.

Throughout the city it is popularly acknowledged that the sympathetic strike, designed to force the Philadelphia Rapid Transit Company to arbitrate its differences with its striking car men has not proved successful. The primary causes for failure are attributed to the disinclination of conservative unions to arbitrate their differences with its striking car men has not proved successful.

OVER TWO SCORE INJURED IN WRECK Freight Train Collides With an Interurban Car at Los Angeles

Los Angeles, Cal., March 9.—An unidentified man is believed to be dying and 43 persons are suffering from injuries resulting from a collision between a Salt Lake freight train and a Pasadena interurban car on Aliso street. The accident occurred shortly before midnight.

Many passengers of the electric car could not be removed from the mass of wreckage for more than two hours. The man who was fatally injured, and six others were rushed to the Los Angeles emergency hospital, where they were given attention. As fast as the other injured passengers could be removed from the debris they were taken to Pasadena on special electric cars. Those who were not taken to their homes were treated at Pasadena hospitals.

The car, which was crowded with commuters, stopped at the Aliso street crossing of the Salt Lake road to await the flagman's signal to proceed. McCormick Williamson, believing the signal had been flashed, ran his car across the railroad tracks directly in front of the freight train, which was backing toward a switch.

KANSAS CITY SENSATION.

Mrs. J. P. Cudahy Will Probably Sue for Separation. Kansas City, Mo., March 9.—Jero F. Lillis will wear deep scars from the knife of John P. Cudahy all his life. Mrs. John P. Cudahy probably will return to the home of her parents in Omaha, an action at law for separation and a legal struggle for the possession of the Cudahy children are expected to be the only publicly apparent results of the sensational fight at the Cudahy home Sunday morning.

It is definitely known that Cudahy will not be prosecuted for his attack upon Lillis, unless Lillis should die of his wounds, which is not considered probable. On all sides the efforts to "hush up" the affair are very apparent.

FAVORS NATION WIDE STRIKE

PENNSYLVANIA FEDERATION PASSES RESOLUTION

General Strike in Philadelphia Has Apparently Failed—Five Injured in Riot

Newcastle, Pa., March 9.—The State Federation of Labor, in session here to-day, adopted a resolution favoring a nation-wide strike of all union labor in sympathy with the Philadelphia strikers. The adoption of the resolution practically amounts to a declaration of the Pennsylvania organization of its belief that the affairs of organized labor in America have reached a great crisis.

It was expected that a state-wide strike would be proposed, but the resolution in favor of a national strike came as a surprise to those not within the councils of the federation. It is believed that the action of strikebreakers in openly attacking and firing into the crowd in Philadelphia last night is in a great measure the cause of the decision to take immediate action on the largest possible scale.

The labor leaders state that union labor never had a better case to present to the world. They assert that the union men have conducted themselves peacefully and with respect for the law since the strike was declared in Philadelphia. The failure of the Philadelphia strike, with the anti-unionists gaining ground daily, also made moderate and drastic action necessary, according to the union leaders.

After the resolution was adopted it was decided that a committee of delegates be appointed for the purpose of carrying the plan embodying it. The resolution was adopted after President W. D. Mahon, of the National Organization of Street Railway Employees, had appeared at the convention and declared that a national strike would be the only remedy for labor, if arbitration failed. He presented to the convention that as the Philadelphia Rapid Transit Company had positively refused to arbitrate, there was little hope of relief for the striking railway employees in that direction.

His statements were taken by the delegates to mean that the striking men had reached the point where they were practically forced to ask for aid. Situation in Philadelphia. Philadelphia, Pa., March 9.—Only the most radical of union leaders and followers to-day will not concede that the great general strike is a failure.

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It was stated at the Pasadena hospital that none of the injured taken there were fatally hurt.

VICTORIA HAS ITS AIRSHIP

LOCAL MAN HAS DEVELOPED IDEA

Patent, Non-Collapsible, and Speedy Machine, is Being Built by Mr. Gibson

Zeppelin, Curtiss, Wright Brothers and Blériot will very soon be totally eclipsed when Victoria's flying machine takes his machine out in about sixty days' time. A ship that cannot collapse, that can fly in a gale, and that can be built to carry fifty men, and that can make a speed of one hundred miles an hour, is the latest Victoria invention. The inventor is W. M. Gibson of Clarence street, James Bay.

The new Gibson ship is made to fly end on instead of side on, like all the others. It is an aeroplane with two long planes and a powerful engine capable of all sorts of development. In the opinion of the inventor it will be the style of ship used in the future both for carrying one or two men, and for transporting as many as fifty at one time. It will be capable of making long flights and of doing so in perfect safety.

A visit was paid to Mr. Gibson's workshop recently and he was found busy at his work. The framework of the ship was partly ready, and the engines were completely mounted on the propellers attached. The planes, however, the most important part of the new invention, were locked away out of the way of prying eyes. These are being patented in every country in the world, and, as soon as this has been completed the machine will be ready for operation and a trial trip will be made.

Asked as to his prospects of success, Mr. Gibson said he had not the slightest doubt of the success of his ship. He had made a number of models, the first being about four feet in length. It is believed that the machine will all worked splendidly. They were uncollapsible, and if turned over by main force, immediately righted themselves. It had been tried in a gale of wind on Beacon hill and under all sorts of conditions, yet it proved quite successful.

The engine, a four cylinder, sixty horse-power gasoline machine, was made by himself. The main castings being constructed of aluminum and the whole weighing just 134 pounds. The cylinders are of steel. This part of the ship is nearly half of its entire weight. The ship will be 54 feet long but only eight feet wide, the planes being 40 feet long. They are so constructed that the ship can be guided by a single man. The power the ship is allowed to glide slowly downwards, alighting on the ground without any effort. The propellers will give a forty-mile speed on the road with plenty of reserve, but it will only be necessary to attain a speed of eighteen miles an hour to rise from the ground. It will be done at a comparatively short distance. The planes are each 25 feet long and eight feet wide and on the peculiar construction of these depends the efficiency of the machine.

The backbone is constructed of Douglas fir, but this is supported by a system of springs girded with wire. There are one hundred of these springs in all, and they make the machine indestructible. They have been submitted to the most severe tests and have stood the strain, simply bending, but with no danger of breaking.

The rudder at present on the machine is made of canvas stretched on a light frame but this Mr. Gibson contemplates changing for a cedar rudder, which would present less resistance to the air.

For several years past Mr. Gibson has been struggling with the idea of a flying machine. He has gradually getting it nearer perfection. It was not till he had made a number of models and submitted them to all sorts of tests that he finally commenced work five months ago on the big machine. He estimates that it will take him about two months more to complete it and then he will take it out of the country for a flight. He is erecting a suitable building on the Colwood plains, where he intends to experiment for a time; but when he thinks he will go to the Saskatchewan prairie, where the boundless meadows offer the most favorable conditions for the flight.

That he has something far superior to anything that has yet been heard of, Mr. Gibson feels sure. He says that it can be so developed that it will carry a party of fifty people in perfect safety. By adding one or two more engines as to have reserve power in case of accident, it may be fitted for long flights across oceans or continents.

Mr. Gibson is a middle-aged man of many parts. He spent many years of his life in the province of Saskatchewan, where he owned one of the largest stores of the town of Cranston, near Regina and Belgoil. He comes here, however, from the town of Wolsley after having constructed eighty miles of the well-known Grand Trunk Pacific gas line. He is an expert with gasoline engines, and is certainly an able general mechanic, as evidenced by the fact which he is doing on the airplane. He says that on his flying machine he has used his own imagination, he has used it with advantage. He also illustrated himself in a number of British Columbia ventures, but at present he is concentrating on the Gibson ship, which will not only be an immense benefit to the world, but will make the inventor rich.

WILL VISIT ENGLAND. London, March 9.—The committee of the National Fruit Growers' Association received a letter from A. W. Nicholson of the Canadian Fruit Growers' Association, welcoming the invitation to visit England, and to visit England in the near future.

MILL OUTPUT IS INCREASING

LARGE BAND SAW BEING IN

Michigan-Puget Sound Company Will Soon Launch Sels at Own Works

The announcements in times some time ago in loading of ocean going inner harbor will come to the capacity of the big S recently acquired by the Pacific Lumber Co., is increased, and within a regular shipments will cargo lots.

The millwrights are installing a large double which will very soon be this will materially add of the mill. The contract let for the construction of a dry kiln with a larger one at present cutting a lumber than can be sold is shipped to various ports is at present being masts to help load the crates and large consigning sent to Prince Rupert regular consignments week.

When the steamers and from the ends of the morning at the mill. It realize what is being done recently done regulation government has made sible.

Manager Delbert Hank morning said that experts have vessels loading the summer. They were grading their property, and amount of lumber since it over. Their former wreck in Massesay hall, the chain of St. Patrick's Shaughnessy will reply Reynolds.

MEDAL FOR CONDUCT. Ottawa, March 8.—Hon phly, secretary of state the Albert medal to Con Reynolds, hero of the wreck in Massesay hall, the chain of St. Patrick's Shaughnessy will reply Reynolds.

NEW THEATRE. Thirteen Playhouses to Be Shubert Chain on Coast.

New York, March 8.—theatres on the Pacific which are planned for the according to Geo. C. Tyler of Liebler & Co., of this playhouses will be done at San Francisco, Portland, Tacoma, Seattle, Vancouver, Spokane, Salt Lake, Sacramento, San Diego and was stated that the house an investment of \$6,000,000.

BOAT CAPSIZES AND TWO MEN DROWN. Machinist and Fireman Lose Lives.

(Times Leased) Vallejo, Cal., March efforts of half a dozen from the torpedo boat by Ensign H. J. Kellek expended shortly after out of sight. Lawrence held himself above two few minutes.

The two men attempt to the torpedo boat of the Farragut when the scene was a diver three times in a strap one or the other men. His strength showed when his compass 16 hint. Several of the her back into the laur removed to the Farragut efforts to find the showed men were at and the channel is be one was in the Hampel and Lawrence possessed to learn what to upset.

SUSPENDS PAYMENT. St. John, N. B., Ma Stephen's Bank, which payment, was suspended capital stock is \$200,000 of about \$30,000. The Frank Todd, president, vice-president, lock, secretary and Breck and John G. Mu



Motive power for Victoria's Flying Machine. The inventor, W. M. Gibson, is shown alongside it.