ULLY PLANNED

Rifle Two Days

r, Nov. 5.-The inth of Andrew Geitz. ve, on Tuesday, peculiar circumof the investigation spicion of murde by the provincial poof suicide was re-

out in the evidence naking up his mind d, had found some g upon the weapon nt to a store and ce of a revolver, it a rifle would be Several different him, but all were e desired to pay rted with a small two boxes of cartwas a new kind of uld-be suicide, and en in an endeavo id practiced for two ered himself suffito make no error ment arrived

an old railway ath. This had the efking several of his ed the muzzle under llet passed upward causing his death. scarcely have been party. conducted by Corof Mission.

AY CASES

ons Submitted to the on at Nelson.

-The railway com ef session here yes-

rates on C. P. R. ed to be reserved.
of the Greenwood nville, Midway, and thorized deviation ed route, and discrimween Princeton and ing for prohibition of a branch line near lered to stand over.

Spokane Falls and required to conhighway crossing at rawn, as the company

on of A. E. Watts. o g the destruction ds at Yahk and Copeineer will inspect the

from residents of settled by the C. P. their boats shall stor nd that a proper shel-

DOCTOR DEAD.

ith B. Bathers. Three reside in Vancouver, Mathers, and G. A. others Mr. Justice Manitoba supreme ers, residing in Lon-S. N. Mathers of Mr. Henry Mathers at the family's old etherington of Bran-

BON-AMI"

ients to hand of TRY BLANKETS WN QUILTS LACES, RIBBONS INCHAM CURTAINS \$8.50 per pair. ially invited to the SON AMI" ATES ST.

Proprietors

TAMP00

p, prevents dand-

Rosemary hor-Borax

elightful of all prea shampoo-better hair; 5c. package nere only.

H. BOWES EMIST,

RNMENT ST.

COMPREHENSIVE POLICY FOR DEVELOPMENT OF THIS PROVINCE JOHN OLIVER DEALS

Leader of Liberal Party Outlines Method for Reaping Fullest Benefits at Least Expenditure of Cash by B. C.

A Well-Ordered Scheme.

Killed a Project.

general election within the short-possible time, on a plea of having part of the V., V. & E. in southern e a contract with the C.N.R. for B. C. from Princeton to the boundary, construction of a railway. I would and the lines from Spences Bridge to out to you that we are within week of nomination to-day and not a Revelstoke to Arrowhead, and from agle voters list is obtainable for the Nakusp to Slocan and down to Slocan rmation of electors. I would point junction. to you again that this policy of

of that magnitude the people who assume that responsibility should have had ample time in which to consider the proposal in every point of view, so that they might come to a reasonable and intelligent judgment upon the contract which it is alleged is being submitted to them.

Pass line of railway very much needed. I have been through that valley and I say it is a shame and a distance to Vancouver by hundreds of miles and a day's travel and should have been carried out years ago.

The Dominion government has granted a subsidy for one hundred miles of railway from Vancouver via Pemberton Meadows with the intention of following that the subsidisting of the province and to the government has granted a subsidy for one hundred miles of railway from Vancouver via Pemberton Meadows with the subsidisting of following that they much needed. I have been through that valley and I say it is a shame and a disgrace to the province and to the government has granted a subsidy for one hundred miles of railway from Vancouver via Pemberton Meadows with the subsidisting of the province and to the government has granted a subsidy for one hundred miles of railway from Vancouver via Pemberton Meadows with the subsidisting of the province and to the government has granted as subsidy for one hundred miles of railway very much needed. I have been through that valley and I say it is a shame and a disgrace to the province and to the government has granted as a subsidy for one hundred miles of railway from Vancouver via Pemberton Meadows with the intention of following the province and to the government and the province and to the government as a subsidy for one hundred miles of railway from Vancouver via Pemberton Meadows with the intention of following the province and to the government as a subsidy for one hundred miles of railway from Vancouver via Pemberton Meadows with the intention of following the province and to the government as a subsidy of the province and to the government as a subsidy of the province and the government as a su mitted to them,

No Time for Secrecy. I first point out to you that immedisolution. The premier offered to let me government. see it but upon a pledge of secrecy that he contents should not be made public till he saw fit to do so himself and explain it at the same time. I pointed out o him that this was a public question on which there was no secrecy what-ever, that if it was to be submitted to the people they would be more favorable to the government which had made

speaking on this subject, told the people that they had not entered into a ple that they had not entered into a concerned, fic Northern and Omineca, which has a tention of selling it. So in that regard Shuswap and Okanagan railway com- at the eastern boundary of the provcontract, that what they had was a

niemo of agreement. easons, more or less plausible, as to the reason why they preferred to make a simple memo of agreement instead of a contract. I would point out to the electors that all these arguments are nullified by their own acts because they made a complete contract with the Kettle River company at the same time that they entered into what they call a memo of agreement with Mackenzie and Mann. If the one contract was being held back so as to make a more exhaustive study in order to protect public, then why were not both

held back for the same reason? The Rallway Situation.

Before we can understand the full effects of the proposed policy of the government it is necessary for us to understand the railway situation of the ovince. The McBride government has been in office for something like six years and a half and there is not a man who can point out to me where the policy of that government during that time has led to the construction of one mile of railway in B. C.

I would point out to the people that during that same time the government at Ottawa has, either by contract or by voting subsidies in aid of railway construction, provided for aiding over 1,700 miles of railway in this province. I want to draw attenion to this matter and I think before get through you will agree with me that the arguments that I put forward are worthy of some more answer than mply the cheap cant and ridicule inlulged in by government speakers and

ewspapers. By reference to a railway map of the ince you will see that the G.T.P. uns across the province from Yellow Head pass to Prince Rupert. That road has been furnished us without cost to the province. The government is now elling the people about the millions of ollars worth of property they have in hat new city, but they do not tell you that they went on every platform and enounced the contract which made rince Rupert the terminus of another inscontinental railway and made so aluable this land heretofore worthless.

Large Subsidies Available. On a map which I had prepared and ich I used before the annou this election or the government rail ay policy, you will see lines for which idies have been voted by the Fedral parliament in the period since the cBride government took office. These oads represent over a thousand miles, and there is to-day on the statute books the Dominion authority to pay out railway subsidies to these lines, when

ways glad when I can accord praise to are building the G.T.P., but I want to WITH RAILWAY PLANS the government, but the opportunities take up this alleged contract between for me are very few. With these exceptions Mr. McBride in that has done one adian Northern. of the wisest things he has ever done. One clause says that no Japanese or

evening of Thursday, November 4th, John Oliver, the Liberal leader, spoke as follows on the issues of the cam
It is not a promise; the money is voted and is obtainable just as quickly as the railways are constructed. The map also shows the lines which are built, moved to have a clause put in to the the C.P.R., the E. & N.., the Victoria, paid the current rate of wages payable the Premier has seen fit to dissolve the legislature, and bring on a provinture to Abbotsford, the Great voted that down and the word "white" is not in the contract drawn up with the Kettle Valley line.

Another needed amendment is in con-

nection with the Okanagan company which owes workmen for labor and merchants for supplies on account of Nicola from Sicamous to Vernon, from being ruined by the action of the government and so that contract should say that before this railway gets a than \$21,000,000, with a yearly interest charge of \$840,000.

I think you will agree with me that when it is proposed to make some 300,000 people responsible for a debt of that magnitude the people who assume that responsibility should have subsidy they should pay the legitimate

have secured a line which would open up a splendid portion of the province.

The Kettle Valley from Grand Forks

Meadows with the intention of following it with the subsidizing of the road by the Fraser river to a junction with the G. T. P. at Fort George, You know I first point out to you that immediately upon the announcement of the dissolution I waited on the premier and have been built ten years ago. What is had an interview with him and requested to be allowed to see that conpresented from becoming an accomptract upor which he had secured disand the coast at Vancouver.

After the capital was secured the Another piece of line is that from minister of finance went to Montreal Cowichan Bay to Cowichan Lake, sub-and in conversation said that the gov-ernment did not recognize the right of subsidy is needed for that nor is it that road to receive the subsidy. The justified. The line from Wellington to result was that the capitalists with-

I am heartily in accord with. I am al- ter of extreme importance because they to make some other plan. the government, but the opportunities take up this alleged contract between

Paralleling Existing Roads.

Barkley Sound Line.

You will first of all observe that from that the defeat of the government in Chiese shall be employed in that road but it does not include Hindus. That is one amendment that is needed.

Edmonton to Yellow Head Pass the G. this Canadian Northern proposition does not jeopardize the building of that line. The C. N. R. does not hold the country is concerned, but we are not charter, local men hold it and their officials say they have not sold to the C. Edmonton to Yellow Head Pass the G. this Canadian Northern proposition Useless Fair Wage Clause.

Another is in reference to this shout for a white B. C. They have put in a fair wage clause, which is to this effect, that the working men employed shall be paid the current rate of wages for such work in the district. That does for such work in the district. That does along the North Thompson to Kamloops and the working men employed shall be paid the current rate of wages for such work in the district. That does along the North Thompson to Kamloops and the government will place the feat of the



The people in this constituency of Esquimalt are interested in the construction of the Victoria and Barkley Sound line, and I would point out to them

CONTRADICTORY WORDS OF PREMIER MCBRIDE

Weakness of Government's Alleged Contract Exposed—Question of Dealing With Timber and Other Resources of Province Discussed.

there is a piece of road in B. C. which ture to develop all this immense terught, at least, to pay interest on its ritory?

Take the case of the Nakusp and railways to the exclusion of the balance of the province.

good agricultural country, connecting needs of the whole country, and when with a steam boat line at the other end they are adopting a scheme of railway and having connection by car ferry construction for development purposes with the G. N. R. on the mainland, we guaranteed 2 per cent on the bonds and to the benefit of the province. in 15 years we have paid under that \$94,000 on 18 miles of road. The city of

Experience Should Teach.

perience and in further view of the fact led the people of this province to expect that these roads have no competition, while the C. N. R. for 250 miles with the C. P. R. and 50 miles with the G. T. on the road as security for the guaran-P. will be subject to severe competition tee, and in addition to that would have are you prepared in face of these facts a covenant or agreement which would to believe that guarantee of their bonds give the government security over the will not entail one dollar of cost to rest of the C. N. R. system. as far as that is concerned.

pany from Sicamous to Vernon, a distance of 50 miles. That road connects at one end with the main line of the C. you are going to develop that territory P.R. and at the other end with Okanagan Lake, 100 miles in length, and
the whole territory tributary to it is
a feeder for that line.

It runs through one of the most fer
It runs through one of the most fertile belts of land in B. C., a country to how many hundreds of millions wi well-settled, where land to-day is held we have to pledge our credit for t at \$100, \$800 and \$500 an acre, and if roads which will be needed in the 1.

bonds it is that road. In seventeen I would point out that that principal years on our guarantee of the 4 per cent interest we have paid \$387,000, or nearly cannot be generally applied, and if it cannot be generally applied then it is \$8,000 a mile for every mile under that not a proper policy to be pursued, beguarantee. And that goes on for eight years more.

and interest and we have paid on that I say I conceive it to be the duty of and interest and we have paid on that 28 miles \$181,000 in sixteen years, or nearly \$5,000 a mile under that guarantee of bonds.

1 Say I conceive it to be the daty of the government to deal justly with all portions of the province, not to deal with particular localities on a basis Then on the V. & S. with the city of of favoring them at the expense of the Victoria at one end and traversing a rest of the country but to consider the

No First Mortgage. I could stand here for hours and give Victoria is guaranteeing 3 per cent and I do not know what amount they have alleged agreement entered into by the Experience Should Teach.

Are you prepared, in view of this ex
premier in his statement to the Colonist

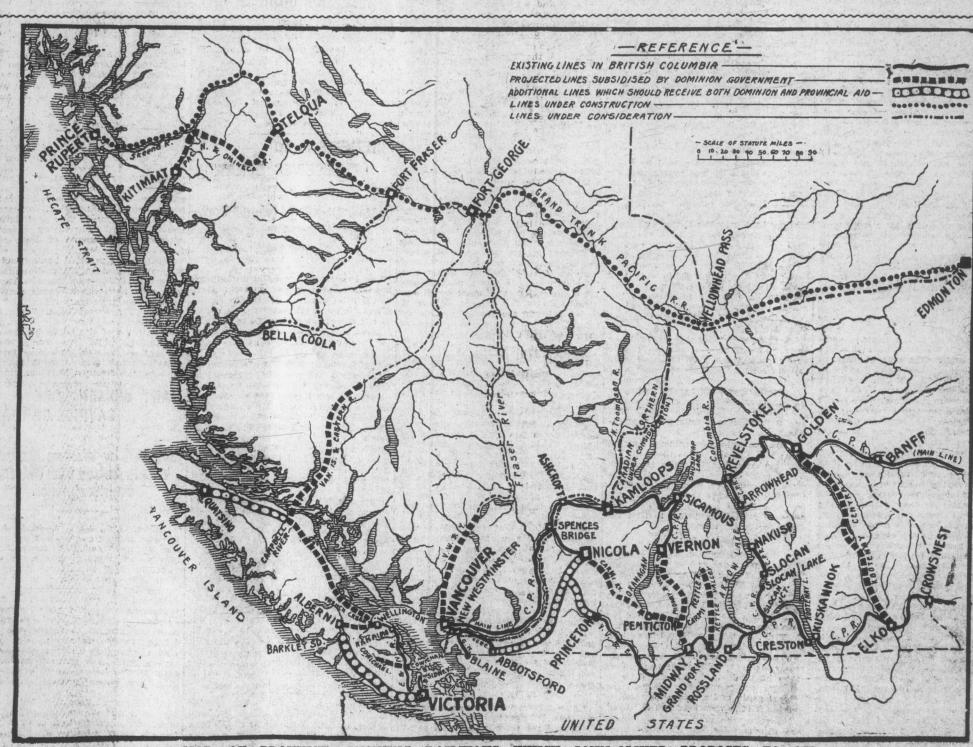
the province? Well, that is the position I would point out that when it was as far as that is concerned.

The government themselves do not be
The government themselves do not bethe people they would be more favored be submitted to the people they would be more favored between the people they would be more favored by the people that the people in the people in the people in the people that the people in the people to construct.

If you turn up the statutes of Alberta and Saskatchewan you will find that the lines there, bonds for which have been guaranteed by their governmentand that to the extent of \$13,000 a mile mind you, not the \$35,000 that our government proposes-are mortgaged to the government not only as to the road bed and rolling stock but the tolls and earnings too. In the event of this road in B. C. not paying how in the world are we going to have any recourse against the portions of the road in the Prairie provinces, where even the earnings are mortgaged? Where is the Other Half.?

In the alleged memo of agreement published by the government that memo was only signed by one of the parties to it. Mr. Mann signs that memo of agreement. The memo of agreement which Mr. Mann has in his pocket and takes back from the premier has not been made public. We want to see the memo of agreement signed by Richard McBride, and we are within three weeks of the election and have not seen it. I point out to the people of B. C. that of the contract is good the more deliberate the opinion and the more it is considered the better for the government, but I would also point out that the refusal to make the contract known at the start and the withholding of the other part-there may be none but we have reason to believe Mr. Mann took back such a memo signed by the premier of this province that has not been seen to this day-has a very bad ap-

Resignations of Ministers. Neither you nor I know what has een going on behind the scenes. This memo may mean nothing. It is simply the merest kind of skeleton. It does not contain any proviso that the province shall have a mortgage; it is the merest kind of skeleton and it is the clothing of that skeleton that is of interest to the province. But there are men who have been behind the scenes and two of these men have resigned their positions in the government sooner than he a party to this agreement. I need not point out to you what it means for these two ministers to resign their positions. They have been working in the closest political fellowship with the premier for a good many years. There is a bond of personal friendship between them. They have the title of Honorable; they are giving up that position of honor to go into comparative obscurity sooner than be a party to this agree ment. They are giving up \$5,000 salary and \$1,200 indemnity sooner than be a party to this agreement. They are breaking up homes in the beautiful city of Victoria sooner than be a party to the agreement.



MAP OF PROVINCE SHOWING RAILWAYS WHICH JOHN OLIVER PROPOSES TO AID