

BILL IS GIVEN SECOND READING

Liberals Support Measure Ratifying Agreement With the G. T. P.

BLOCK CIVIL SERVICE ACT

Opposition Fighting Measure at Every Stage—Much Routine Business

(From Thursday's Daily.)

The bill respecting the Grand Trunk Pacific railway was given second reading at last evening's session of the legislature. The debate was opened yesterday afternoon by Hon. Richard McBride, who briefly sketched the progress of the negotiations and the advantages of the measure.

J. A. Macdonald (Rossland) followed after the recess. He supported the measure, but found fault with some of its provisions. He objected to the amount of land which the railway company had acquired for townsite and terminal purposes, but found no fault with the terms on which the province's reversionary interests in the Tsimpsean reserve had been disposed of.

Hon. W. J. Bowser followed with a speech, in which he attacked the Dominion government for their action in granting the patent to the lands of the reserve without considering the province's rights in the matter. He also defended various portions of the act.

William Wainwright, second vice-president, and Dr. A. C. Tate, solicitor, had seats upon the floor of the house during the debate.

The determination of the opposition to block the civil service bill in every particular was made known in the afternoon. When the bill was considered in committee, Mr. Oliver took the point of order that the amendments of the provincial secretary affected the finances of the province, and hence would have to be brought in as a bill by special message.

The amendment of Mr. Naden to the definition of the word "householder" in the bill amending the Municipal Elections Act was also brought in.

A considerable amount of other routine business was transacted. The house rose at 1:30 a. m. this morning.

The speaker's report on the bill reported complete with amendments.

The supply bill was passed through committee and reported.

The house went into committee on the Civil Service and Superannuation Bill.

Hon. Dr. Young proposed to substitute the several clauses, of which he had given notice, in lieu of the clauses, which these superseded, but Mr. Oliver successfully objected, holding that the bill must be considered clause by clause.

Hon. Dr. Young then moved that clause 2 in the original bill be struck out, and replaced by the clause on the order paper.

On the motion to strike out being declared carried, and the question being put on the adoption of the new clause, Mr. Oliver raised a point of order, maintaining that the amendments would increase the burdens of the people the amending clauses must be brought down by message.

Considerable discussion followed, Mr. Oliver, McPhillips, Macdonald and the Hon. Mr. Carter-Cotton participated, followed, and Mr. Ross, the chairman, having ruled that the point of order was not well taken.

Mr. Oliver appealed to the Speaker, who reserved his decision.

The house then went into committee on the bills amending the Liquor License Act.

Dr. G. A. B. Hall (Nelson) city, urged that the right of appeal from the decisions of the superintendent of provincial police should be given, and an amendment to provide for such an appeal was proposed, but was lost on division.

Mr. Macdonald (Rossland) held it was a monstrous thing to place such unrestricted powers in the hands of the provincial police.

of sufficient force to make us very keen, as far as the future is concerned, to guard most carefully against the happening of any other occurrence of a like nature. (Applause.)

Why, here, sir, with respect to this particular reserve, despite the fact that the local authorities, the civic authorities, and, as I am advised, the federal authorities, have used their very best endeavors to forward the movement for the destruction of this reservation in order to make this land available for use and settlement, the Indians are in possession, and we are advised that by reason of their treaty rights it will prove to be almost impossible, unless extreme measures be resorted to, to dispossess them (Hear, hear.)

The city in the past has made every exertion; then the local government took the matter up, while the Dominion government has pursued the same policy, and yet I think that hon. gentlemen will agree with me that after all, despite the very best efforts put forward on the part of the different interests concerned, the Indians have nevertheless a very strong case, which fact is fully evidenced by their continued possession of this very valuable tract of land (Hear, hear.)

Now, we further know full well that the provincial government in moving towards the settlement of this question have practically stated that a very substantial sacrifice would be provided arrangements could be effected for the removal of these Indians, but we also know very well that notwithstanding all these attempts to induce the Indians to leave their position by certain treaty rights, and back of these rights the Dominion government as their guardian, while it has no real influence and with all its power. (Hear, hear.)

Kaiaia Island Situation. Now, sir, the case of Prince Rupert, when 10,000 acres at Kaiaia island were disposed of, made it patent to the government of the day that the Indian reserve question would come up sooner or later, and when it was broached by the Grand Trunk Pacific company, we were very emphatically advised that so far as the Indian reserve were concerned, we were not in a position to deal with them at the time, but that it was a question for future adjustment. (Hear, hear.)

The company, however, lost no time in moving towards a completion of their negotiations with the Indians, and we believe it to be quite true that those negotiations were very materially supplemented by the assistance given by officers of the Indian department at Ottawa. (Hear, hear.)

In fact, we are advised that the government at Ottawa took a foremost part in bringing about the consummation which gave to the Grand Trunk Pacific company the right to purchase the Indian reserves at this place, the price paid for this particular property being \$7.50 an acre. The Indians had improvements and homes there, and the value which was attached to them reached a very considerable amount, as far as the Indians were concerned. And, having accomplished this much, the company naturally approached the provincial government, and the result of the negotiations which then ensued is shown in the bill which is this afternoon before the house for consideration. (Hear, hear.)

With regard to the price, the provincial government is to receive per acre \$2.50, the price, according to the present laws, of first-class public lands. I might add, sir, that while a considerable sum of money is to be handed over to the provincial government, something like \$25,000 or \$30,000, at the same time, hon. members must remember that this is infinitesimally small compared with the tremendous value which will yet be attained by the quarter interest in these lands, which is retained by the province of British Columbia. (Applause.)

What Province Gets. Now, sir, hon. gentlemen opposite will probably ask at this point what consideration the local government is going to get for parting with its reversionary interest in this land, and I propose to deal for a moment or two with that subject. I think, sir, that if the statistics which are at hand are to be relied upon, the province, if these circumstances had not been, hundreds of years before this reversionary interest might have fallen into the control of the province, and it would be the work of an attorney to calculate how much in cash, considering all the circumstances, the immediate possession of this section of the Indian reserve would in reality be worth to the province. (Hear, hear.)

We have concluded, sir, an arrangement for one quarter interest coupled with other concessions which offer good and valuable considerations to the province. (Applause.)

Now, sir, in dealing with these considerations, I think that the very important question which relates to the immediate construction of this road. (Hear, hear.) Hon. gentlemen opposite may say in this regard that this was already arranged by the Dominion legislation, but to that pretension I would answer that such a statement is quite incorrect. (Hear, hear.) It is true that there was at one time a movement on foot to incorporate in the legislation at Ottawa, a provision which would have given to the Dominion company the right to construct the western terminus of the line at a prescribed time. And in point of fact, the Hon. Mr. Templeman in his amendment of that legislation, as the records show, further than giving the notice, nothing was done, and the proposed amendment was withdrawn.

Mr. Templeman merely contenting himself with a letter, which as I have always said, did not bind the company to anything. (Hear, hear.)

An Absolute Guarantee. But we are on the other hand, have succeeded in securing the province of British Columbia an absolute guarantee on the part of the Grand Trunk Pacific Railway Company, in connection with the purchase of the line to commence construction within a definite period at this, the western terminus, and to proceed continuously to the point of the eastern boundary of the province of British Columbia. (Cheers.)

And this, sir, in my opinion, a tremendous concession, and one which, in addition to the material benefit which the people of this province. (Cheers.) We felt at the time when the Dominion bargain was made, and will further venture to say that there was not a man who was in any way interested in this important proposition, who did not feel that the Ottawa authorities should get much more than they have given some precise obligation to the people of British Columbia on the part of that corporation similar to that which is now furnished to the people of Eastern Canada. (Hear, hear.) Because hon. gentlemen will recall the provisions which were placed in connection with the purchase of the line by the people of Eastern Canada, the beginning of construction at that end of the line within a specified time (Hear, hear.)

Purchase of Supplies

I now come, sir, to the second concession, which has been made in the purchase of supplies, on the part of the Grand Trunk Pacific Railway Company during the work of construction within our boundaries from the coast of British Columbia, and in the markets, sir, of our own country. (Applause.)

Hon. gentleman opposite in treating this matter as if it were a case of the purchase of supplies, and that nothing of value in it. But, sir, when a company of the reputation of the Grand Trunk Pacific undertakes to purchase supplies for the construction of such a large enterprise as absolutely necessary in the operation of a trans-continental road, still when we consider the tremendous traffic connected with the working of such a line, and the great growth which takes place in course of time at terminals, it must be admitted that very large advantages in fact are to be derived from the construction of proper terminals must accrue from the possession of a very considerable acreage at these points.

As I have so often explained in the house, as well as on the hustings, the Hon. Mr. Macdonald has decided to make we did the very best that we could possibly do at the time and in the circumstances of the country. The policy of this government has since that time received the commendation of the electors. (Cheers.)

Extent Is Not Unreasonable. I have absolutely nothing, sir, to say with regard to the extent of the concession, further than this: that in making arrangements for a terminal point of the importance and magnitude of Prince Rupert, it would be necessary to acquire or unbusinesslike to require 23,000 acres, and an abundance of authorities can be cited in support of this position. I have heard, would further remind the house that when we were to transfer our reversionary right in these lands for nothing, in accordance with the policy of the Dominion government, in the hands of the Liberal members who represent this province in the Commons at Ottawa must have been secured, we fully refused. The concession which I have just stated is to be found in the bill which is now before the house. (Cheers.)

Will Bring in Millions. The real estate which we have preserved for this province will, I am bringing millions of dollars into the treasury. (Cheers.)

The concessions which I have briefly reviewed should at once appeal to hon. gentlemen opposite, and will be thoroughly and justly appreciated, being given to this measure. (Hear, hear.)

As hon. gentlemen opposite well know, it is not optional to sell provincial lands unless by way of public auction, but in view of our interest in the employment of labor along the line, the railway company took very strong objection indeed to any clause which would involve the segregation of alien or Asiatic labor from any other class of labor. The representatives of the company said indeed, we are advised that this is altogether inimical to the policy of the federal government, and that it is altogether inimical to the policy of the provincial government. (Hear, hear.)

White Labor Only. I, however, pointed out as clearly as I could, sir, that at the present moment there was no more prominent issue before the people of this province than the labor issue as the debates and the resolutions of the government, which we have listened during the last few weeks very clearly show. (Applause.)

Victoria, Feb. 23, 1908. Hon. Richard McBride, Premier, Victoria—Dear Sir:

In consideration of the exemption from taxation granted to our company in its agreement with your government, I hereby undertake on behalf of the Dominion government, in the construction of its railway within the province white labor shall be exclusively employed unless otherwise permitted by the lieutenant-governor in council.

I further undertake to implement this letter by any other or formal undertaking under the seal of the company that may be necessary to give full legal effect to the above.

W. WAINWRIGHT, Second Vice-President. (Cheers.)

I say, sir, that while this reason or advantage is not advanced as one of the terms of the enactment, still at the same time, it is fair to say that it can fairly be said to come between the four corners of this bill, and further to be a matter which of itself constitutes a very substantial concession brought about through the aid of the present government. (Cheers.)

In Province's Interest. Now, sir, I would like to impress upon the members of this house that the province of British Columbia, and whilst we are engaged in the making of a very good and of a very businesslike bargain, no disposition whatever was shown on our part to give to the Dominion government, in any way, that would look as if we were proposing merely to secure a certain amount of advantage from the bargain into which we were entering. (Hear, hear.)

But we are on the other hand, have succeeded in securing the province of British Columbia an absolute guarantee on the part of the Grand Trunk Pacific Railway Company, in connection with the purchase of the line to commence construction within a definite period at this, the western terminus, and to proceed continuously to the point of the eastern boundary of the province of British Columbia. (Cheers.)

Why Bargain Was Necessary. I propose, sir, it will be quite fair for hon. gentlemen opposite to ask the course of this debate to ask for explanations as to why the Kaiaia Island bargain having been ever made, it should appear essential at the present time for this company to conclude arrangements, by which they secure 10,000 acres additional. I am not, sir, going to set myself up as an authority upon the question of railway terminals, but I am well aware, sir, that as far as modern railway development is concerned, the possession of large tracts of land are invariably considered to be necessary in order to provide in a suitable manner for the operation of great railway systems. (Hear, hear.)

As I may add, sir, that we have in this matter, known and approved, the fact that the Dominion government has a very splendid piece of evidence of its policy in this regard. Although I have prepared to go to lengths to which the Dominion government have gone in dealing with this railway line, I am advised, and reference to the order of the day will show that in the case, that throughout the provinces of Saskatchewan and Alberta where the land is owned by the Dominion government, they have decided to give large blocks of land at intervals to this company, and while I am not prepared to favor the granting of such a large acreage as absolutely necessary in the operation of a trans-continental road, still when we consider the tremendous traffic connected with the working of such a line, and the great growth which takes place in course of time at terminals, it must be admitted that very large advantages in fact are to be derived from the construction of proper terminals must accrue from the possession of a very considerable acreage at these points.

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es act and the Game Protection act were committed and given third reading. Mr. Macdonald on G. T. P. J. A. Macdonald (Rossland), in continuing the adjourned debate upon the second reading of the bill respecting the G. T. P., at the outset expressed his intention of supporting the measure. He did not believe that 22,000 acres were necessary for terminal purposes at Prince Rupert, however. He did not believe in giving the railway company a townsite, terminal site, or a right of way was all that they should obtain. He contrasted the present bargain, however, with that in the case of the grant at Kaiaia Island. In the latter the province granted three quarters of land to which they possessed the fee simple, whereas, in the case of the Tsimpsean reserve, they had given the railway company a three-quarter interest in the lands, and had obtained a one-quarter interest in land to which they could not obtain a fee simple for perhaps hundreds of years.

He thought the references of the premier to the Dominion government's statement was hardly fair. He had stated that the Dominion government had requested the province to give up their interest in these lands. The facts of the matter were that in 1905, Messrs. Bond & Lawson, for the G. T. P., had met the government with a view to having them dispose of their reversionary rights. In reply to them the premier divided them to first arrange with the Ottawa authorities to remove the Indians.

Further, in the Dominion house at the session of 1907, Hon. Mr. Oliver, minister of the Interior, had made it perfectly clear that there was no attempt to force anything upon British Columbia.

The province by which the company agreed to buy supplies in the province if they could be obtained as cheaply here as elsewhere, was worthless. The company would buy anyway in the cheapest market.

So with the fair wage clause. It was not as favorable as the similar clause in the Dominion Railway act, which applied to the construction of this road.

He had been amused at the letter which had been read by the premier in the light of his attitude with regard to the letter received by Hon. William Templeman from Mr. Hays, in which the latter promised to commence the construction from the western end of the road.

Hon. Richard McBride: There was nothing definite in Mr. Templeman's letter to Mr. Hays. This is in our letter from Mr. Wainwright.

Mr. Macdonald asserted that the letter at any rate was a promise and if Mr. Hays, knowing its effect, did not intend to fulfill it, he and the company which he represented were unworthy of the encomiums which the premier had used.

Mr. Macdonald also thought that clause was very objectionable. He thought it was well in disposing of public lands, to do so at public auction. The public would look upon any mode of selling public land which did not give each member of the public the same right to acquire it.

He hoped that a clause making it imperative that a certain amount of these lands should be placed on the market within a short period so that the numerous complaints could be done away with.

Hon. Richard McBride stated that something of this nature would be incorporated.

The member for Rossland admitted that his action in supporting the bill might not be in accord with the opinions of some of his friends. One of the party papers had indeed attacked the agreement. (Laughter.) It had a right to its opinion. He would support the bill.

CLOSING OF ROAD HOUSES

Esquimalt Residents Appoint Committee to Wait on Government Regarding Sunday Drinking.

(From Thursday's Daily.) At a representative meeting of the residents of Esquimalt district held last night at the Soldiers and Sailors home it was decided to appoint a committee of gentlemen to wait upon the provincial government some time during the present week in regard to the Sunday closing of the road houses in that district.

The committee, which has not as yet been definitely constituted, will make representations to the government with the view of having the Sunday observance law enforced, and the closing of these houses on Sundays.

The gathering, while not a large one, was a very representative one, and the members of the committee, who were immediately to better the existing state of affairs, were occupied by Mr. McAdams.

SHIP BLOWN INLAND BY BIG TIDAL WAVE

Capt. Davies Tells of Unique Experience of British Barkentine Genesta

Capt. John Davies, of the British ship Segura, now at Tacoma, was master of the barkentine Genesta when that vessel was swept inland by a tidal wave which swept the coast of the Southern States August 21 and 23, 1893. At the time the master was aboard his vessel, while the craft was washed inland over two low islands, across a railroad embankment and finally landed in a creek.

Remarkable to relate, the Genesta was not damaged except in having a little copper sheathing scraped off her bottom. She was dredged out of her shallow berth and finally gotten to deep water, little the worse for her overland passage.

The Genesta was lying at the quarantine wharf at Savannah, Ga., when she was wrecked. At the time three vessels were lying alongside the wharf, and three others were riding at anchor a short distance away. Well, it is so hard that all the vessels carried away their moorings, and the wharf, which crashed right through the wharf, crashed right through the wharf.

In addition to her moorings, had her anchor and seventy-five fathoms of cable cut, and finally gotten to deep water the wind raised the water twelve feet and my vessel was simply swept through the quarantine wharf, across the low islands, over a railroad embankment, and we never stopped until we had been carried three miles from where we had been lying. My ship master, who had passed away, and he claimed, with a reasonable show of truth, that no other country could produce so large a number of names of such quality and such diversity of expression.

Dr. Kurtz, director of the Buffalo Academy of Fine Arts, said recently that there were at least over two hundred living painters in America whose work was of sufficient importance to entitle them to a permanent place in our museums, not to mention many more who had passed away; and he claimed, with a reasonable show of truth, that no other country could produce so large a number of names of such quality and such diversity of expression.

RING UP 1120 FOR PROMPT DELIVERY



For Poultry Netting AND GET PROMPT DELIVERY

ALL SIZES—1-2 in. mesh to 2 in. mesh. 12 in. to 72 in. wide.

Table listing prices for poultry netting: 50 yd roll, 2 in. mesh by 24 in. wide \$2.20; 50 " " 36 " " \$3.30; 50 " " 48 " " \$4.40; 50 " " 60 " " \$5.50; 50 " " 72 " " \$6.60.

We Have a Complete Stock of Garden Tools

Ogilvie Hardware, Ltd.

GOVERNMENT STREET. PHONE 1120. Ring up 1120 for Prompt Delivery

SEASON OF LENT

Lenten delicacies are here and nicer than usual; wholesome and tasty; an easy agreeable matter to select suitable breakfasts or luncheons from these:

Table listing Lenten delicacies: Fried Haddock, per lb. 12-12c; Kipperd Salmon, per lb. 20c; Kipperd Herrings, per lb. 12-12c; Canned Haddock, 2 tins for 25c; Canned Kippers, 2 tins for 25c; Canned Clams, 2 tins for 25c.

If you like a good cup of Coffee let us grind you a pound of the best on the market, Schilling's famous blend. Per lb., 40c and... 50c

W. O. WALLACE, The Family Cash Grocery

Cor. Yates and Douglas Sts. Phone 312

THE LOCAL MARKETS

Table listing local market prices: Royal Household, a bag \$2.00; Lake of the Woods, a bag \$2.00; Royal Standard \$2.00; Oats, per ton \$12.00; Wild Rose, per bag \$1.75; Calgary, a bag \$2.00; Hay, per ton \$12.00; Snowflake, a bag \$1.75; Snowflake, per bbl. \$5.50; Mott's Best, per bbl. \$7.75; Drifted Snow, per sack \$1.70; Three Star, per sack \$2.00.

THE LOCAL MARKETS (continued)

Table listing local market prices: Bran, per ton \$30.00; Shorts, per ton \$32.00; Feed wheat, per ton \$40.00; Oats, per ton \$12.00; Barley, per ton \$34.00; Hay, Fraser River, per ton \$23.00; Feed Corn, per ton \$18.00; Chop Feed, best, per ton \$20.00; Whole Corn, best, per ton \$26.00; Alfalfa, per ton \$24.00; Cracked Corn, per ton \$28.00.

THE LOCAL MARKETS (continued)

Table listing local market prices: Celery, two heads \$2.00; Lettuce, hot house, per head \$1.00; Garlic, per lb. \$1.00; Onions, local, per lb. \$1.00; Oats, per ton \$12.00; Sweet Potatoes, new, 4 lbs. \$1.00; Cauliflower, each \$1.00; Eggplants, each \$1.00; Red Cabbage, per lb. \$1.00; Rhubarb, hot house, per lb. \$1.00.

THE LOCAL MARKETS (continued)

Table listing local market prices: Eggs—Fresh Island, per dozen \$2.00; Cooking, per dozen \$2.00; Canadian, per lb. \$1.00; Neufchatel, each \$1.00; Butter—Mantoba, per lb. \$1.00; Victoria Creamery, per lb. \$1.00; Cowichan Creamery, per lb. \$1.00; Butter, cooking, per lb. \$1.00.

THE LOCAL MARKETS (continued)

Table listing local market prices: Grape Fruit, per dozen \$2.00; Oranges, per dozen \$2.00; Lemons, per dozen \$2.00; Apples, local, per box \$2.00; Apples, per box \$2.00; Bananas, per dozen \$2.00; Pineapples, each \$1.00; Raisins, Valencia, per lb. \$1.00; Raisins, table, per lb. \$1.00; Pears, per box \$1.25 to \$1.50; Cranberries, per lb. \$1.00.

THE LOCAL MARKETS (continued)

Table listing local market prices: Walnuts, per lb. \$1.00; Brazil, per lb. \$1.00; Almonds, Jordan, per lb. \$1.00; Almonds, California, per lb. \$1.00; Coconut, each \$1.00; Pecans, per lb. \$1.00; Chestnuts, per lb. \$1.00.

CITY WILL MAKE APPEAL TO GOVERNMENT

A Public Meeting Press for Passwork

(From Thursday's Daily.)

By a unanimous vote of the council, a resolution was passed urging the government to consider the bill being presented, which would give the city the right of eminent domain in the case of the waterworks bill being introduced in the Dominion House.

The bill, which would give the city the right of eminent domain in the case of the waterworks bill being introduced in the Dominion House, was passed by the council.

Whereas, in 1873, a right to take lands or waters within 20 miles of the coast was granted to the Dominion government, and whereas, in 1893, the Dominion government was granted the right to take the waterworks lands, and whereas, in 1893, the Dominion government was granted the right to take the waterworks lands, and whereas, in 1893, the Dominion government was granted the right to take the waterworks lands.

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