

Oppose the School Bill

Aldermen Will Use Their Strongest Influence to Prevent Its Passing House.

Wharf Street Merchants Suggest That the City Be More Advertised Abroad.

The School bill now before the legislature, a petition from Wharf street merchants respecting advertising the city, the second reading of the by-law regulating the applications for the passing of the Early Closing by-law, and the question of the fire department inquiry were among the subjects before the city council at the regular meeting last night.

In the opening proceedings two communications were received from H. Dallas Heimcken, M.P.E., the first respecting the Oak Bay extension, and the second drawing attention to the board to hold a public meeting on the subject of the extension.

The mayor, however, stated that the matter was already receiving the attention of the B. C. Electric Railway Company, the provincial government, and the city.

Ald. Beckwith moved that the letter be received and a spare copy of the Shops Regulation Act be forwarded to the writer.

Ald. Yates was advised to sending a copy of the act, but Ald. Beckwith's motion carried.

B. H. Hearst & Co. wanted to know if the map hanging in the council chamber was of any service to the board.

B. C. Harris, replying to a letter which he thought came from Dr. Fraser, said he was not aware of the government being in front of his house.

The letter was received and referred to the city health officer.

Mrs. Van Tassel reported a number of bad drains which she wished to have removed, referred to the city engineer.

City Solicitor Bradburn reported on encroachments on Fort street to the effect that the main entrance of the building was that the wooden building at the corner of Quadra street encroached on the street, and that a notice to remove these can be served.

Turner, Beeton & Co., R. P. Rickett & Co., and a large number of industrial firms and citizens petitioned the council as follows:

We would point out the great number of well to do settlers induced to locate in Manitoba and the Northwest Territory through the careful dissemination of information as to the capabilities of those sections amongst the people of England, Scotland and Ireland by the agents of the C. P. R. also the large number of settlers with money in their pockets who went to California mainly through the efforts of the Southern Pacific Railway Company and of several owners of large properties.

United States District Attorney Baird was asked about the course to be pursued with regard to the three vessels, and he stated that under the circumstances the only thing to be sent a custom official to Kauai to libel them, and that this would be done.

If the collector is able to catch the schooners they will be seized and taken to Honolulu.

Pain from indigestion, dyspepsia, and too hearty eating, is relieved at once by taking one of Carter's Little Pills immediately after dinner. Don't forget this.

which were not altogether satisfactory. He thought it would be well to leave the petition on the table to be taken up in connection with the estimates.

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The Rights of Settlers

Judge Harrison Makes His Report on the Claims of Squatters.

An Exhaustive Review of the Whole Case by the Commissioner.

Judge Harrison's report as commissioner to inquire into the grievance of the settlers in the E. & N. railway belt was laid before the House by Hon. Mr. Prentice yesterday. The findings are as follows:

I find that for years before, and at the time "squatters" were on these lands, there had been and were laws governing the acquisition of Crown lands, coal and other minerals, and timber, and enacting what is now the Settlement Act, and the terms on which lands and minerals and timber, authorized to be disposed of, could be acquired and title to them obtained.

That in every case of a reservation of Crown lands, and restricted acquisition of Crown lands, and coal and minerals on Crown lands, to be reserved, the reservation was made in duplicate.

That for years previously there had been established by the legislature, and there was at that time, a regular system of recording officers and books for carrying out the administration of such Crown lands as were reserved.

And the law required persons desiring to acquire Crown lands, and to record and provide for their being furnished with a record, certificate of improvements, Crown grant or lease, as the case might be, and for the recording of their lands in the district office, but to be also registered in the pre-emption register at the head office at Victoria.

Applications had to be made in duplicate. No record was allowed to be made on an application unless in due form and accompanied by the necessary declaration.

Printed forms were supplied to applicants, who were required to fill them in and sign them in duplicate, accompanied by declaration in duplicate.

One set—application, declaration and certificate of record—were sent to the head office, to be there examined and passed on, and, if approved, registered in the pre-emption register at the head office of the lands and works department.

That there were tribunals established to determine whether persons applying for Crown lands, or for records of them, were entitled to do so or not, and the right to appeal was given, and tribunals were provided to which an appeal could be made against an unsatisfactory decision.

No claim in respect to a squatting on this belt prior to 1875 was put in before the legislature.

The lands squatted on were not at the disposal of the provincial government, or of any officer of the provincial government.

Reservation was required for railway construction, and had been authorized and approved of by the legislature, and from the 22nd April, 1875, the provisions of the Settlement Act, and the 21st April, 1882, part of this unreserved belt was under conveyance to the Dominion government for the purpose of constructing and operating a railway, and the provisions of the Settlement Act, and the 21st April, 1882, part of this unreserved belt was under conveyance to the Dominion government for the purpose of constructing and operating a railway.

And no act of the legislature was at any time passed placing these lands at the disposal of the provincial government for any purpose other than railway construction, but, on the contrary, on the 21st day of April, 1882, by the "Squatters' Bill," the provincial government, with the object of obtaining the construction and operation of a railway, enacted that the Crown lands, including in that belt, so reserved, and set apart for the purpose of railway construction, and that upon completion of the said railway they should be granted in fee simple absolute to the railway company, but that farming squatters who had made permanent improvements, and had permanently resided on any of these lands for not less than two years before the passing of that act, which would not be later than 21st April, 1880, should be entitled to purchase from the company the surface rights of such lands at one dollar per acre.

After that company had failed to carry out their part of the contract, and while these lands were under the authority of the legislature, reserved for the purpose of obtaining the construction of a railway, the legislature of the province, in May, 1888, conveyed them to the Dominion, in trust, in pursuance of another contract adopted and ratified by the legislature, to convey them to persons who had contracted to build the Island railway.

The lands squatted on, while not under the actual conveyance, or agreement, to convey, by the provincial government, for doing so the government had the authority of the legislature, reserved for the purpose of obtaining the construction of a railway, the legislature of the province, in May, 1888, conveyed them to the Dominion, in trust, in pursuance of another contract adopted and ratified by the legislature, to convey them to persons who had contracted to build the Island railway.

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of the reserve in 1875 until the time of the Settlement Act of 1883.

Not a single session of the legislature of British Columbia was held during those ten years without the subject of railway construction coming up before these lands could not have benefited, as its provisions had not been regarded either in letter or in spirit.

Some of the squatters claim that the agent, though he refused to record, told them that if they went on the land they would get the first chance to it, or that their rights would be respected. But I am satisfied that in no case did the agent, or any member or officer of the different governments who held office, tell them what their rights would be or what they would get; nor did any applicant endeavor to ascertain what he would get if he went on and squatted.

The reservation of minerals was not an unheard of thing, and in Nanaimo and vicinity the conveyances from the coal and land companies reserved the minerals. And I do not think that the squatters had been thought about when they squatted, though in one case, I believe, the applicant, though he was distinctly told that he could not get the coal, thought, from some expression of opinion of the government agent, that if he went on the land he would get something in lieu of it.

Even if the government agent has assumed to define on what terms or conditions a "squatter" would get the land, including coal and mineral rights or timber he not only had no authority to do so, but would have done so knowing that he had none, for, directly the reservation was made, he was notified by the Chief Commissioner of Lands and Works.

Still, they had no legal rights, nor had the persons who took possession of these lands, regardless of any law, any rights, and had the reservation been rescinded earlier, the reservation had been removed so that the laws as to lands known to be valuable for their coal and minerals and timber, and applications for which had been refused, would always remain the same.

The laws had been repeatedly altered previous to the reservation and during the reservation, and since then have been altered to meet the varying requirements.

But, even if the laws had remained the same during the reservation, and the reservation had been removed so that these lands could have been acquired under the laws existing at the time those who squatted and did not take possession because the squatter and other previous applicants would not necessarily have obtained the coal by recording a pre-emption, nor by paying one dollar an acre for the land, for the price of coal lands, down to 1882, was in the discretion of the Lieutenant-Governor in Council, while the squatter in 1882 would have had to pay \$10 per acre.

And the timber lands had to be leased at a rental to be determined by the Lieutenant-Governor in Council.

That persons had applied for lands and for coal and minerals in the railway belt, and, being refused, did not take possession of them; and that others had taken possession of lands in it without any legal right to them, and that they could only get what legislative enactment might at some future time give, was well known and had been specifically brought to the attention of the legislature from time to time.

The terms "settler," "pre-emptor," "occupier," "squatter," were well known in the phraseology of legislative enactment in British Columbia, the legislature, while preserving any existing rights, ignored the applicant who had not taken possession. They dealt with these cases where persons had taken possession of public lands without any legal right to do so, and defined them by appropriate terms, "squatter."

They placed all such persons who had "squatted" and continuously occupied and improved lands up to a certain date on the same footing, irrespective of the date when they took possession.

They decided in distinct terms in 1882 that "squatters" should get the surface rights only, and again did so in the first session of 1888, and again in the session of December, 1888, and in the second session of 1889.

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Mr. Ellis, and by Mr. Bass, the stenographer on this commission.

I enclose appendix, with list of dates useful for reference, and of its contents to time applying to Vancouver Island, and exhibits; and also the evidence of witnesses.

I have the honor to be, Your Honor's obedient servant, E. HARRISON, JR., Commissioner.

VICTORIA EXHIBITION. Board of Management Decide That It Shall Be Open to All Comers.

A meeting of the board of management of the B. C. Agricultural Society was held last night. The mayor occupied the chair.

The secretary, Beaumont Boggs, read a communication from the Cuthbert-Brown Co., Ltd., asking permission to conduct a sale of live stock in connection with the exhibition. The communication pointed out the advantage to be derived from such sales. The communication was received and laid on the table.

The report from the finance committee was received and adopted. The report shows \$82 on hand. The former secretary receives \$52 for his services. Beaumont Boggs, the present secretary is to receive \$300 for the ensuing seven months, and further remuneration will be decided upon according to the state of the finances and the recommendation of the committee.

The secretary announced that he was in receipt of letters from various firms in the East that wished to know something of the character of the show, and asking whether they would be allowed to make exhibits.

Considerable discussion ensued upon the point. It was thought that every exhibit made would increase the interest in the exhibition. The matter of granting prizes to other than provincial exhibitors was left in the hands of the prize list committee. The secretary was instructed to inform manufacturers that the exhibition was open to all comers.

The various committees are to be called together by the secretary, so that they may organize.

The fixing of the time for holding regular meetings of the board of management was left over to be decided upon at the next meeting.

A systematic canvass of the city for members is to be undertaken. The prize committee will shortly make arrangements with respect to canvassing, also for special prizes.

The appointment of an assistant treasurer came up for discussion. As the constitution provides that the treasurer should be elected by ballot, the matter is left in the hands of the president to confer with Mr. Gillespie, the treasurer, upon the matter.

Messrs. D. R. Kerr and Goodacre were appointed a committee to inquire into the opening of a new road from Edmondston road to the exhibition ground.

The matter of making arrangements with the Tramway Company for the extension of their line and other matters was referred to the transportation committee.

The meeting adjourned to meet at the call of the chair.

PROGRAMME OF MEETINGS To Be Held by Farmers' Institutes in Latter March and Dawning April.

The following is the programme of spring regular meetings of Farmers' Institutes for the latter part of March and during April:

Victoria, Tuesday, March 20th, Messrs. Anderson and Elliott, speakers.

Metchosin, Thursday, March 28th, Messrs. Anderson and Elliott, speakers.

Salmon Arm, Thursday, April 25th, Messrs. Anderson and Elliott, speakers.

Spallumcheen, Saturday, April 27th, Messrs. Anderson and Elliott, speakers.

Maple Ridge, Tuesday, April 16th, Messrs. Raynor and Drummond, speakers.

To Build Without Aid

Report That C. P. R. Will Construct Coast-Kootenay Road on These Terms.

Mr. Martin Scores the Vancouver Deputation - Mr. Turner's Assurance.

Railway matters occupied the place of prominence this morning about the lobbies and corridors of the legislature. Interest was excited early in the forenoon by the rumor, believed to be authentic, that the C. P. R. had made an offer to the executive to construct its Coast-Kootenay road without any subsidy. It was felt that this would make matters very serious for rival roads if the big railway would agree to carry the route on its own.

Some alleged that the offer referred to, while others were of the opinion that the proposition did not contain such a proposal.

The room for receiving deputations was crowded with delegates from Vancouver, Dr. Carroll, H. E. Gilles, James Webster, E. C. Currah, Otto Marstrand, Chas. L. Queen, C. N. Davidson, A. E. Shelton, J. F. Biedose, J. D. Breeze, A. Prescott, T. R. E. McInnes, J. Duff-Schur, H. H. Layfield, W. A. Campbell, W. M. Brewer, T. J. Smith, M. S. Rose, Wm. Murray, J. G. McKenzie, forming a deputation from that city to press for the immediate construction of an independent and competitive line from the coast to Kootenay. They were accompanied by Mayor Selwyn and Ald. Keary of New Westminster.

The full executive, with the exception of the Finance and the Public Works, with another deputation, received them, and the urgency of the road and the advisability of making it independent of the C. P. R. were discussed by Messrs. Gilles, Biedose, Murray, Brewer, McLean and Shelton. Almost all of the speakers urged the Mayor to secure a bond of intention a resolution upon himself, and mixing it up with promoting the interests of the railway, by a subsidy to the C. P. R. was absolutely false. There was no subsidy to that corporation but to the Kootenay & Columbia. His government had abrogated the subsidy because he did not believe that the government had the money to pay it.

Mr. Turner replied for the government. Mr. Martin asked leave to say a few words. He lectured the delegation roundly for embodying in the resolution a reflection upon himself, and mixing it up with promoting the interests of the railway, by a subsidy to the C. P. R. was absolutely false. There was no subsidy to that corporation but to the Kootenay & Columbia. His government had abrogated the subsidy because he did not believe that the government had the money to pay it.

Mr. Turner, in replying to the deputation, thanked them for placing the matter before the government. He thought also that Mr. Martin ought to be thankful for the opportunity of delivering such an able defence of his railway policy.

Briefly, he could not promise the deputation that the government would not subsidize the railway, but he would vote to retain the control of the freight and passenger rates, and to reduce them to a reasonable figure, commensurate with the profitable operation of the road. He hoped, also, that the British Columbia government would preserve the province a portion of the earnings of the road.

The deputation then withdrew.

It is a headache misery, what are Carter's Little Pills worth. They will cure it! People who have used them speak in high praise of them. They are easy and easy to take.

TROUBLE NOT OVER. Madrid, March 13.—Official dispatches from the province of Grenada, report a continuation of the agitation there. The new prefect of Barcelona left suddenly for his post.

Conflicts Fearful. Madrid, March 13.—Disorders have occurred in the town of Laramida, in Cordova province. A mob is parading the streets, carrying revolvers, knives and other arms and serious conflicts are feared.

THE FRENCH DUEL. Paris, March 13.—In the arrangements for the duel between M. Paul Deroudele and M. Andre Buffet, lots have been drawn for the selection of weapons and choice of pistol by the gentlemen having charge of the affair. In each case M. Cassagne, representing M. Buffet, won the choice.