

PROVINCIAL LEGISLATURE.

Third Session of the Seventh Parliament. FORTY-FIRST DAY.

THURSDAY, April 8, 1897.

The Speaker took the chair at 2 o'clock.

Prayers were read by the Rev. Bilton Haslam.

Mr. Williams moved for all papers, letters and writings relating to the security required to be deposited by the Columbia and Western Railway Company under section 3 of the Columbia and Western Railway Subsidy Act, 1896, and all orders in connection therewith.

This was agreed to.

Mr. Forster moved for a return showing the amount of money received from the government and the amounts rendered for such amounts by Mr. Rattenbury, architect, up to 31st of March last.

Agreed to.

Mr. Forster asked the Chief Commissioner of Lands and Works:

1. Is Mr. Rattenbury the purchasing agent for supplying the furniture, interior decorations, etc., for the new government buildings?

2. Have the government supplied specifications and asked for tenders for all such necessary fixtures and materials?

3. If so, who were the tenders?

Hon. Mr. Martin in reply said:

1. Yes.

2. Yes, where it was practicable and in the public interest to do so.

3. The British Columbia Furniture Co., Weller Bros., Robertson & Co., McLeod & Mackenzie, J. G. Anderson, E. G. Prior & Co., Thos. Dunn & Co., Nicholles & Renouf, McLellan & McNeil, Geo. Hinton, Richardson & Co., James Brindley & Co., and D. McIntosh & Co.

Hon. Premier Turner resumed the debate on Mr. Cotton's motion urging the government to take up the question of the simplification of the titles and the relief of the "inequitable taxation" under the Assessment Act.

He believed before called this the double-barrelled resolution, and he said it was a very poor thing to offer to the farmer. It was quite true, as the hon. gentleman had said, that there was great distress among the farmers. He believed a matter was now in a forward state to relieve the farmers from that distress.

Hon. gentlemen opposite had said during the budget debate that the farmer would be helped legitimately. He himself questioned whether any other form of relief would be as good as the one he pointed out before, that in offering the farmer the Torrens system the mover was offering worse than a stone. How could it be at all understood, and he did not think any farmer would be found to say that the system would help them. What the farmers wanted was a mark, and easy access to it. At the present time there was a good prospect that the farmer—especially in the district which the mover referred to specially—would be given that. They read in the resolution that the simplification of the titles to land, by facilitating its transfer and enabling a lender to ascertain, at a low cost and with absolute certainty, the borrower's title to the security offered, would be advanced to the farmer. He thought if farmers were satisfied with such a proposition as that they might be easily gulled indeed. He said that he had known one farmer who acceded to it, and he would give him any alleviation of the trouble that existed at the present time. He referred to the Assessment Act, and the old, old story. Every one knew the actual position at the present time. The farmer unfortunately had arranged for himself, that he would pay the tax. That was the actual position. The resolution if carried out in its entirety would mean that the farmer would pay the tax. He did not think the house favored the motion.

Mr. Booth complimented the hon. member for Vancouver on his ingenuity in drawing up the motion. The Torrens system of land titles was, however, in his opinion, quite good enough. There had been no complaint from the farmer about it. He did not see that any good would result from changing the system to the Torrens system. To allow the hon. member to take the part of the resolution, away from the mortgagee, would mean that the debate be adjourned to this day three months.

Mr. Semlin, opposing the amendment, declared that they all knew the agricultural interest had been suffering for years past and it was suffering now more than any other class in the hon. member for the Islands (Mr. Booth) had said there were other classes suffering as badly. He would like to know what class they were. As the Torrens system, after conversation with legal gentlemen he was satisfied that the reason the system was adopted, the better for the province. He could not support the motion in voting down the resolution. On the contrary, if the government allowed it to pass and acted upon it, the assistance they could give would be very acceptable to the farmer.

Mr. Helmecken was opposed to the three months' motion, as the resolution was of importance to many interests in the country. The matter ought not to be treated in a light way and it was just as well to put an end to the question whether we should have the Torrens system or not.

Hon. Mr. Eberts remarked that he would only deal with the Torrens system and the part of the resolution.

Mr. Speaker—The motion is that the debate be adjourned for three months.

Hon. Mr. Eberts said it was most reasonable to adjourn the resolution for three months, particularly because of a point he would draw attention to. That point referred to the Torrens system. He asked the house to note the fact that the Torrens system was on the books at the present day. In the first year that a registration system was passed in British Columbia—1860—section 20 gave the most complete Torrens system. That section set out after a man had been in possession of land for a certain time he was entitled to a certificate of indefeasible title which was good against the world, even the crown. That that act had to a certain extent been modified under the present system of registration. As the act to-day stood when a man had been registered for seven years he might apply for a certificate of registered title. He would call particular attention to the fact that although 20,972 certificates of title had been issued in Victoria alone, and in British Columbia, and the fact that only 525 applications had been made for certificates of indefeasible title. That led him to believe that people were well satisfied with the present system.

Mr. Williams asked if the hon. member was not travelling outside the rules.

Mr. Speaker said the Attorney-General must confine himself to the motion before the house.

Hon. Mr. Eberts claimed that he might show that it was in the best interest of the country that the debate should be adjourned, and that was what he was trying to do. He was anxious to place this matter in a fair and equitable way before the house. The introduction of the Torrens system at the present day would be a great change upon the country and would be beneficial to the farmers.

Mr. Cotton expressed surprise that the government acquiesced in the motion to adjourn, and—

Hon. Mr. Eberts claimed the floor as he had only been waiting for the Speaker's ruling. He said it was a most important matter. Possibly he was a most important matter. He said it was a most important matter. He said it was a most important matter.

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Mr. Williams again claimed that the Attorney-General was asked beyond the motion of Mr. Booth.

Hon. Mr. Eberts was again proceeding when the Speaker ruled him out of order.

Hon. Mr. Eberts said hon. gentlemen on the other side of the house were greatly desirous not to hear his remarks and he would say nothing more.

Major Mutton said he wanted to see the Torrens system, but he did not want the debate adjourned; he wished it concluded one for all.

Mr. Cotton also objected to the adjournment. He said it would place the government in an uncomfortable position. He based that statement on facts. In 1892 a deputation saw the government about the mortgage tax—

Mr. Speaker said the hon. member was out of order and he should confine himself to the motion before the house.

After some further small talk the three months' hoist was carried by 17 votes to 11 on the following division:

Ayes—Mr. Eberts, Baker, Martin, Turner, Rogers, Huff, Irvine, Bryden, Rithet, Adams, Booth, Stoddart, Smith, Kelle, Mutton, Braden—17.

Noes—Mr. Williams, in a fan. Cotton, Hume, Kennedy, Forster, Graham, Kidd, Macpherson, Helmecken, Walker.

Mr. Kennedy moved the second reading of the Poisons Bill. The bill was read in the public safety. He thought it was offering worse than a stone. How could it be at all understood, and he did not think any farmer would be found to say that the system would help them. What the farmers wanted was a mark, and easy access to it. At the present time there was a good prospect that the farmer—especially in the district which the mover referred to specially—would be given that. They read in the resolution that the simplification of the titles to land, by facilitating its transfer and enabling a lender to ascertain, at a low cost and with absolute certainty, the borrower's title to the security offered, would be advanced to the farmer. He thought if farmers were satisfied with such a proposition as that they might be easily gulled indeed. He said that he had known one farmer who acceded to it, and he would give him any alleviation of the trouble that existed at the present time. He referred to the Assessment Act, and the old, old story. Every one knew the actual position at the present time. The farmer unfortunately had arranged for himself, that he would pay the tax. That was the actual position. The resolution if carried out in its entirety would mean that the farmer would pay the tax. He did not think the house favored the motion.

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Mr. Semlin, opposing the amendment, declared that they all knew the agricultural interest had been suffering for years past and it was suffering now more than any other class in the hon. member for the Islands (Mr. Booth) had said there were other classes suffering as badly. He would like to know what class they were. As the Torrens system, after conversation with legal gentlemen he was satisfied that the reason the system was adopted, the better for the province. He could not support the motion in voting down the resolution. On the contrary, if the government allowed it to pass and acted upon it, the assistance they could give would be very acceptable to the farmer.

Mr. Helmecken was opposed to the three months' motion, as the resolution was of importance to many interests in the country. The matter ought not to be treated in a light way and it was just as well to put an end to the question whether we should have the Torrens system or not.

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2. No.

3. They are not situated on that land, and they are assessed for taxes.

The house was asked to pass a resolution that the committee of supply, Mr. Booth in the chair.

The \$1,500 for the lieutenant-governor was passed, as also \$21,130 for the premier's office. He claimed that the \$4,000 paid the premier as finance minister was enough.

Hon. Mr. Turner said \$1,000 was for stenographer and other assistants, who also did work for other departments. The vote was passed, as also \$1,330 for civil government salaries, and \$156,392 for administration of justice salaries. The \$19,800 for legislation, which includes the salaries of the members of the committee, was voted without discussion.

On the vote for \$3,500, bureau of mines, Hon. Col. Baker stated in reply to a question that when he got into the new building, the mines office would include an assay office, laboratory and make very complete. The vote was carried by a course of instruction in assaying and mineralogy in the winter months, which they hoped to give to those who passed. The course would be open to the whole world, and the government would be asked to give to those who passed. The course would be open to the whole world, and the government would be asked to give to those who passed.

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FAST ATLANTIC ROUTE.

Sanford Fleming Does Not Think St. Lawrence River Admits Speedy Travel.

Still It Can Be Thirty-Six Hours Ahead of New York Route.

In Mr. Sanford Fleming's second article upon "Our Atlantic Steamship Service," now issued in pamphlet form, he continues his indictment against the St. Lawrence route as dangerous to the navigation. Speaking of his first article he says: "Naturally, the conclusion formed by me, that the St. Lawrence route generally is unsuitable for rapid steaming, was not received with satisfaction. I fully share in the disappointment experienced, and gladly welcome a suggestion which if carried into effect would give to the St. Lawrence an ever-increasing proportion of the European passenger business. This suggestion is to combine summer voyages through the placid waters of the Gulf and river, with a short passage across the ocean. This object may be accomplished in two ways in both it is proposed to use only the southern entrance to the Gulf. The first proposal is to run fast steamships between Quebec and Liverpool, and the view of expediting the mails and accommodating passengers from the Maritime provinces and Eastern states, to make Sydney a full port of call. The steamships to run at full speed between Sydney and Liverpool. Between Quebec and Sydney the speed to be reduced as circumstances may require. The second proposal is to divide the voyage into two parts, one extending over the ocean from Sydney to the most eligible port in Great Britain, the other embracing the river and Gulf; on the latter steamships constructed specially for carrying passengers and mails to be employed, on the latter, steamers of less speed than the ocean steamships, but suitable for the navigation of the Gulf and river, to be placed on the route. The remarks which follow will refer chiefly to the second proposal, as an examination of it will be found to be of more practical value. It is the preference. With the view of making the proposal clear, I may explain that Sydney is on a well-sheltered inlet of the open Atlantic, directly outside the southern entrance to the Gulf of St. Lawrence. It is conveniently situated for vessels passing between Quebec and Liverpool by the Cabot Straits. The geographical position of Sydney is in other respects important. It is the extreme eastern terminus of the Intercolonial Railway, and with the exception of the channel about a mile wide, known as the Gut of Canso (now crossed by a steam railway ferry), Sydney is in unbroken railway connection with Halifax, St. John, Quebec, Montreal, Toronto and Vancouver. The fact that Sydney is eight hundred and sixty nautical miles nearer Liverpool than New York, indicates that with steamships of equal speed the ocean passage can be made to and from Sydney in nearly two days less than to and from New York.

The suggestion to follow the St. Lawrence from Sydney to Quebec does not involve the necessity of running at any untried speed in the Gulf or river. St. Lawrence. As the mails can be conveyed to and from Sydney by railway much faster than by the river and Gulf, and there would be no pressure from the post office department to accelerate the movement of the river and Gulf, one object of the captain in command would be the safety and comfort of his passengers.

These steamers meeting at Sydney would during the summer months constitute a passenger line of the highest quality between Quebec and Liverpool. At the end of the season the river boats would be laid up and the ocean steamships would extend their voyages to Halifax. On the opening of navigation in each new season and the winter in each year the steamships would be withdrawn from the Halifax route and placed on the Sydney route. In the first part of the summer it would be expedient for them to follow a southern course across the bank of Newfoundland, and to make the York ships do, in order to keep at a safe distance from icebergs and obviate all danger of delay.

In making a comparison between routes it is necessary to bear in mind the nature of the passenger service. New York to Liverpool are misleading. The passage is reckoned from Sandy Hook head, and not from the city of New York, as is the case with the St. Lawrence route. There is any local disorder in the head, and it frequently threw up what I had eaten. It was very nervous and I was very ill. I was very nervous and I was very ill. I was very nervous and I was very ill.

For several years," says another, "I had a deal of pain at the chest, often so bad I could scarcely bear it. It was very ill and heavy, too, and whilst able to get about, I was never properly well. I had little particle of fat or rich food made me sick, and I frequently threw up what I had eaten. It was very nervous and I was very ill. I was very nervous and I was very ill.

So far as the pain in the chest is concerned, Mr. Riddin's case illustrates the same principle as Mr. Austerberry's pain in the head. It was nervous and much aggravated. Therefore, remember how these good people were cured, and take the medical writer's advice—Try for yourself, and make to master the essentials of the digestive functions.

Preacher—The meek shall inherit the earth. Scoffer—Yes, the graveyards are full of them.—Brooklyn Life.

FROM ASIA.

The "Empress Early and in Q...

Sailing Craft Countering B... in Crossing

The R.M.S. Emp... bound from China... quarantine at 4 o'clock, and spent the day with inspection arrangements. Aboard were 400 passengers and 40 crew. The ship was destined for Victoria and 100 members of the crew were on their way to New Zealand. They were to be met at Christchurch and to be transferred to the Empress in connection with the exhibition there. There were many of themselves the R.M.S. Empress and anticipate a most successful voyage to the Kingdom. Of the only two were for Miss McKellar, a had an important meeting in the St. Andrew's church. They came on the tender Maunday morning of the other passengers. Among them were Mrs. McKellar and her family, who will be in the city before the destination, and Mrs. McKellar and her family, who will be in the city before the destination, and Mrs. McKellar and her family, who will be in the city before the destination.

INTERESTING LECTURE ON INDIA

The lecture room of the St. Andrew's Presbyterian church was filled with a gathering last evening that manifested a keen interest in the lecture on Central India, delivered by Mr. Dr. McKellar, a member of the faculty of the Victoria University. There was, she said, a population of two hundred and eighty millions in her country, more than in any other part of the world. She spoke of the famine in Central India, and the speaker stated, could well supply the famine in Central India, and the speaker stated, could well supply the famine in Central India, and the speaker stated, could well supply the famine in Central India.

APPLES THAT RIPEN SLOWLY.

"I ask my readers," says a recent medical writer, "to try for their own sakes to master the essentials of the digestive functions."

He speaks in a somewhat impatient tone, as though he were weary of explaining details which can be understood by those who were weary of broad principles. Let the doctor not fret over the slowness with which the apple ripens. It has always been so. Come to think of it, the apple is the most of us ever managed to pick up. B.C.'s. Being one of these slow fellows myself, I can talk this way without giving offence.

If Mr. Austerberry, for instance, had as close an acquaintance with the human stomach as pathologists have, he would not have been so rattled and upset about that illness of his.

In August, 1884," he says, "I complained of severe pains in the head and worked up to the top and over the eyes. During the time these pains were on I was almost frantic with pain. I looked all the life and courage out of me, and I lost a deal of time on account of the pain. When I suffered in that way it stands to reason I couldn't work. Often and often I got back from my work and had to be straight to bed. For over three months I was in this condition, not knowing what to do for it. I was very nervous and I was very ill. I was very nervous and I was very ill.

Now if our good friend had understood the nature of the nervous system, he would have been familiar with the fact that the seat of pain by no means decides the seat of the disease or lesion which causes the pain. Because one has a persistent pain in the head, and is unable to conclude hastily that there is any local disorder in the head, and it frequently threw up what I had eaten. It was very nervous and I was very ill. I was very nervous and I was very ill.

For several years," says another, "I had a deal of pain at the chest, often so bad I could scarcely bear it. It was very ill and heavy, too, and whilst able to get about, I was never properly well. I had little particle of fat or rich food made me sick, and I frequently threw up what I had eaten. It was very nervous and I was very ill. I was very nervous and I was very ill.

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Preacher—The meek shall inherit the earth. Scoffer—Yes, the graveyards are full of them.—Brooklyn Life.

STORMY VOYAGE

Capt. Hansen, of Norwegian bark P. Ripper, which arrived in Victoria last night, and the satisfaction among the crew and passengers, who were travelling to the Eastern States. The Asiatic mail, which was expected to arrive last night, and the satisfaction among the crew and passengers, who were travelling to the Eastern States. The Asiatic mail, which was expected to arrive last night, and the satisfaction among the crew and passengers, who were travelling to the Eastern States.

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