A SHORT SITTING AND MUCH BUSINESS

Legislature Took Up Many Important Bills in One Brief Hour

(From Wednesday's Daily)

Seldom has the legislature in a sitting so brief, seen so much legislation as at yesterday's sederunt. The House sat one hour, and in that time, in addition to the redoubtable Water Clauses bill, with its three hundred and eleven clauses, not to speak of sub-sections, and the Grand Trunk Pacific measure, many important bills were considered.

Two more bills passed from the status of bills to that of acts. One of these was the Attorney-General's amendment to the Arbitration act, providing for a decision being rendered by a majority of arbitrators, instead of a unanimous verdict. The other was the Victoria and Barclay Sound Railway bill, introduced by Mr. Jardine, Esquimalt.

There was practically no debate during the sitting. The Water Clauses act, the advent of which had been awaited with such interest, was brought in by the chief commissioner of lands and set on its way without a ripple on the waters. The Grand Trunk Pacific measure was launched as quietly, being introduced, as was the Water Clauses act, by special message from the lieutenant-governor. A great part of the afternoon was spent in committee on sundry measures.

The items on the order paper that seemed likely to evoke debate, were passed over. Mr. McInnis, Grand Forks, did not press the adjourned debate on his bill to amend the Inspection of Metalliferous Mines act, 1899. Mr. Brewster, Alberni, passed the debate on his measure for the better securing of certain mine workers' wages. Mr. Hawthornthwaite, Nanaimo, failed to move second reading for his bill to extend the franchise to women. It was remarked about the House yesterday that this bill had been given the ominous number "23" in the orders of the day.

The new legislation introduced, other than has been already mentioned was as follows: An act to amend the Highway Traffic Regulation act, Minister of Works; an act to amend the Shops Regulation act, 1900, Mr. Hawthornthwaite, Nanaimo; an act to incorporate the B. C. Permanent Loan company, Mr. McPhillips, the Islands.

Westminster Hall Bill

Mr. Macgowan (Vancouver) brought in his bill to obtain a charter for Westminster Hall, a Presbyterian theological school situate in Vancouver. This passed first reading and was referred to the committee on private bills.

The bill names the incorporators of Westminster Hall as follows: Mr. G. F. Gibson, Principal J. McKay, D.D., R. J. Wilson, Dr. H. W. Fraser, A. J. MacGillivray, J. Knox Wright, Dr. T. Logan, Eburne; J. M. Millar, Nanaimo; Logan, Ebune; J. M. Millar, Nanaimo; Dr. A. S. Grant, Toronto; C. A. Wilson, Vancouver; D. Campbell, Armstrong; W. L. Clay, Victoria; Dr. J. Campbell, Victoria; W. A. Wyllie, Kamloops; J. T. Ferguson, Nelson; Logie Macdonnell, B.A., Vernon; J. W. Woodside, Vancouver; J. D. Gillam, North Vancouver; J. S. Gordon and D. MacRae, Victoria ministers; and Capt. J. J. Logan, Messrs. R. G. MacPherson, M.P., Dr. Wm. Stephen, G. W. Grant, R. P. McLennan, Robt. McNair, Dr. A. P. Proctor, J. A. Thomson, S. T. McBride, Jas. Menzies, S. DesBrisay, Dr. W. B. McKechnie, Lemuel Robertson, Principal Geo. Robinson, Principal Wm. Burns, T. A. Brough, B.A., Justice Morrison, R. A. Mather, Vancouver; Thornton Fell, R. B. McMicking, R. P. Rithet, Superintendent Robinson, James Forman, Victoria; J. D. Swanson, Kamloops; J. B. Kennedy, M.P., Warden J. C. Brown, New Westminster; Judge Forin, Nelson; Maxwell Smith, Central Park; F. McCleery, Eburne; John McKee, Ladners; L. C. Taylor, Nanaimo.

These shall constitute the first board of management and shall continue to hold office until their successors shall be appointed by the General Assembly of the Presbyterian Church in Canada. This board will consist of sixty members. The professors of the college, together with eighteen members of the board of management, shall constitute the senate of the college, which will have charge of matters of internal government.

The senate of Westminster Hall will have power to confer the degrees of Bachelor of Divinity and the honorary degree of Doctor of Divinity.

Vancouver and Northern

Mr. Manson (Dewdney), acting for Mr. Garden (Vancouver) introduced a bill to incorporate the Vancouver and Northern Railway, which passed first reading and was referred to the railway committee. The bill mentions C. T. Dunbar, F. C. Wade, E. J. McFeely and H. M. Burwell, C.E., as the incorporators of the railway, and the head office of the company is to be in Vancouver. The capital stock of the company will be $500,000, in five thousand shares of one hundred dollars each.

The company may lay out, construct and operate a railway of the guage of four feet eight and one-half inches from a point at or near the City of Vancouver, thence following the valley of Seymour Creek to the watershed north of Loch Lomond, thence via the valley of the easterly branch of Seymour Creek and along the valley of the Indian River to the north arm of Burrard Inlet, with power to extend northerly by way of the Mamquam, Squamish and Cheakamis valleys to the Pemberton Meadows, and to build a branch line via the valley of Furry Creek, or Stamnus Creek, or both, to Howe Sound, and any other short branch lines that may be needed to mines in the vicinity of the main line of railway and its branches.

B. C. Permanent Loan.

Mr. McPhillips (the Islands) introduced a bill for the incorporation of the British Columbia Permanent Loan company. This is to reincorporate the British Columbia Permanent Loan and Savings company, head office in Vancouver, under the new style. The capital stock of the company will be five million dollars divided into shares of one hundred and one hundred and fifty dollars each. Twenty-five thousand shares of stock at one hundred dollars each shall be fixed and permanent capital stock. The company takes over the assets, liabilities of the existing company, and the officers of the company shall remain in office until their successors have been appointed.

Graham Island Railway.

Mr. Jardine (Esquimalt) on behalf of Dr. Kergin (Skeena) introduced a bill to incorporate the Graham Island Railway company. This after first reading was referred to the railway committee. The names of Leigh Hunt, New York, and Percy D. Hillis, Edwin W. Tracksell, Louis L. Butler, and Zachary Macaulay Hamilton, all of Victoria, are mentioned as the incorporators. The head office of the company will be Victoria.

The line projected is to run from a point at or near Lena island, Skidegate inlet, Queen Charlotte islands, thence following the valley of the Honna river in a northerly direction by the most feasible route to Camp Robertson, thence to Camp Wilson, thence to a point at or near Shields island, Rennel sound, and from any point on the said railway to any point on Masset inlet. The capital stock of the company shall be one million dollars, divided into ten thousand shares of one hundred dollars each.

In addition to the ordinary clauses respecting the rights to do telegraph, telephone, and express business, the company seeks the right to purchase, build, or otherwise acquire and run steamers, ferries and other vessels. The right to deal in water power is also sought, as well as the right to take advantage of the Companies Clauses Act.

Shops Regulation Act.

Mr. Hawthornthwaite (Nanaimo) brought in a bill to amend the Shops Regulation Act, 1900. This provides that the closing of shops shall come under the act instead of by-laws. Among other things the bill asks that all shops be closed after six o'clock every afternoon but Saturday, on which day the hour of closing shall be 9 p.m. One day other than Sunday of each week the shops shall close at one o'clock in the afternoon. The shops shall also be closed on New Year's Day, Christmas Day, Easter Monday, and May Day, the latter being the holiday observed by the Socialists.

Victoria and Barkley Sound Railway

The Victoria and Barkley Sound Railway bill was passed by the legislature yesterday in its amended form, as passed upon by the house in committee, the bill lacks the clauses dealing with the right of the company to deal in power and to take advantage of the Companies Clauses act. A similar bill is pending before the federal parliament, with the exception that the latter asks for the company the right to conduct a ferry between Beecher Bay and Port Angeles.

The incorporators of the company, which is a Victoria organization, are William Kyle Houston, Henry Humphrey Jones, William Edward Laird and Charles L. Betterton, all of this city. The projected line will run from a point at or near Victoria, thence by a point on Barkley Sound near Sarita a point on Barkley Sound near Garita river, also branch lines not to exceed twelve miles in length may be constructed. The capital stock of the company shall be $1,500,000, divided into fifteen thousand shares of one hundred dollars each, and the company may issue as preference stock the whole or any part of the capital stock. The company may issue debentures, bonds or other securities to the extent of fifty thousand dollars per mile of the railway and branches, and such securities may be issued only in proportion to the length of the railway constructed or under contract to be constructed.

The company shall, within six months after the coming into force of this act, deposit with the minister of finance the sum of $5,000 as security that the company will expend not less than $10,000 in surveys or construction before the thirty-first day of December, 1910.

A bill aimed at amending the Highway Traffic regulation act was introduced by the minister of works.

PENTICTON CONSERVATIVES

Urge the Construction of Bridge Across Okanagan River

Referring to the proceedings at the Penticton Conservative Association annual meeting held recently, the Penticton Press says:

Two very important resolutions were submitted and passed. The first was addressed to Price Ellison, M.P.P., and L. W. Shatford, M.P.P., and comprised a request that those members use their influence to have a sufficient sum placed in the estimates at the present session of the legislature to construct a bridge across Okanagan river near the outlet of Okanagan lake and to connect the road from that point with the road to Summerland.

The second resolution, addressed to Mr. Shatford, asked for the completion of the road on the east side of the road on the of Dog (or Skaha) lake to Okanagan Falls.

GAME ANIMALS TO BE ON EXHIBITION

One of Big Attractions in Connection with Alaska-Yukon Exposition.

One of the big attractions on the Pay Streak at the Alaska-Yukon-Pacific exposition will be the Washington State live game exhibit.

Five acres of virgin forest have been set aside for this purpose where the patrons of the exposition will have the opportunity of seeing the rarest collection of game animals ever exhibited in the United States.

Every animal will be catalogued with the owner's name and address, giving those who wish to dispose of their animals an opportunity to place them with an exhibit that will be seen by thousands of visitors from all parts of the world who will daily throng the grounds.

Mr. Arthur Dexter, the assistant director of this department, states that a large number of animals from Alaska, including two cub bears from Kadiak Island, were brought down on the late boats last fall and are waiting to be installed with this exhibit.

Old Resident Dead

Nanaimo, Feb. 8—The death is reported from Chase River of Mrs. Jane Rowbottom, wife of Geo. Wm. Rowbottom. The deceased was an old resident of the town, and was well known and generally respected. It seems that she retired Friday night in her usual health. Next morning Mr. Rowbottom got up to see some of the boys off to work, and on going to call Mrs. Rowbottom, was horrified to find her dead. She had passed away during the night. The deceased was in her 64th year, and was a native of Yorkshire, England. She leaves a husband and quite a family.

E. J. Calley, of San Francisco, Cal., is at the King Edward.

THOMPSON RIVER BOOM PROVOKES A FIGHT

Spirited Contest Now Being Waged Before the Private Bills Committee

(From Wednesday's Daily)

There was a rather lively time before the private bills committee yesterday morning during the consideration of the Shuswap and Thompson Rivers Boom company's charter. It appears to be a fight between the rival bodies of lumbermen in the districts surrounding Kamloops, one set having formed a company to control the booming privileges on the North Thompson, and the other endeavoring to prevent them from getting a charter. Jas. A. Shields, of Kamloops, appears to be the head and front of the opposition, and he was depicted in somewhat black colors by the applicants. Mr. Shields was represented by R. T. Elliott, K. C., and by the time he got through cross-examining the applicant's witnesses Mr. Shields began to appear less black than he had been painted.

Geo. S. McCarter, of Revelstoke, appeared for the charter and was supported by Jas. Harvey, K. C., of Cranbrook. The former opened the ball with a long statement, from which it appeared that a number of important lumber concerns, backed by American capital, had formed the company which was seeking a charter. They desired power to construct all necessary works for the improvement of the North Thompson river and its tributaries, so that logs might be more readily gotten out. The logs would be collected in the company's booms and sorted, the owners paying tolls therefor. He said the company was not being operated for the sake of dividends, but to lessen the cost of driving logs for all parties and also to make it possible to run mills at Kamloops, where a boom had to be constructed to catch the logs. They had been hampered by litigation and had been obliged to shut down their mill, Mr. Shields, the speaker stated, being responsible for this trouble. They were willing, when called up in good faith, to open up any creek for the purpose of getting out the logs, and claimed that such an arrangement would enhance the value of all the timber holdings in the watershed. They had a Dominion charter, but Mr. McCarter was of the opinion that it was not of much value, as they needed powers that could only be conferred by the provincial legislature.

The Objections

Mr. Elliott objected on several grounds. First he said that the Dominion charter covered the ground, and that the province was now precluded from legislating. A second charter would enable the grantees to avoid liability as if sued on the Dominion charter they would flash the provincial act and vice versa. The undertaking had been declared to be for the general advantage of Canada, and the incorporators could go no further.

Both sides wished to give evidence, and Stuart Henderson wanted the objections testimony to be taken first. Chairman Ross, however, said that the usual course of having the applicants first present their case should be followed.

Otto Lochmund, the American manager of the Arrow Lakes Lumber company, was the first witness, and testified to the large timber holdings belonging to his company and the other concerns interested in the charter. He would have preferred that the government take hold of the scheme, but that being out of the question, someone had to do it. He disclaimed any idea of trying to control the lumber market. He said it was merely an application on behalf of a public service corporation. The navigation of the river would not be impeded and tolls would only be exacted when services had been rendered. Other companies interested were the Columbia River Lumber company, Eagle River Lumber company, Beaumont Lumber company, Rogers Luber copany, Shuswap Luber company, and the Adams River Lumber company.

Jas. A. Magee, of the Adams River Lumber company and Mr. Kirkpatrick, of the Shuswap Lumber company, testified to the usefulness of such a company as the applicant to the entire district. The small timber owners would be as much benefitted as the big companies.

The hearing was then adjourned until this morning.

Prior to the above application, the petition of the Vancouver and Westmount railway was taken up. Osborne Plunkett, of Vancouver, appeared on its behalf, and asked that a slightly different route to that mentioned in the advertisement be allowed. H. B. Robertson, on behalf of the Howe Sound Railway company opposed this request, and the matter was referred to the railway committee.

ATTRACTIVE PAMPHLETS

British Columbia Government Publications Highly Commended in Eastern Canada

The following appreciation of the bulletins issued by the Bureau of Provincial Information appeared in a recent number of the Family Herald and Weekly Star, Montreal:

The Legislature of British Columbia has just issued what is perhaps the most attractive collection of pamphlets ever put out in behalf of a single section of this great Dominion. The attractions of British Columbia lend themselves to picture and description as do those of no other province, the mountains of our own Quebec alone coming anywhere near them in instant impressiveness. These attractions have been ably utilized by some accomplished pamphlet-maker; and it will not be surprising if the result is not immediately visible in an increased flow of both tourists and settlers. The way to keep British Columbia a white man's country is to keep the white world interested in British Columbia, and this is an excellent way of doing it.

Four of the pamphlets are designed to inform the prospective settler, two to allure the roving sportsman. "Agriculture in British Columbia" should do much to remove the already fading delusion that the Pacific province is a land of rocks and steeps and glaciers alone. In this are shown the results of the latest developments in fruit farming and vegetable ranching, the rapid cutting up of the old big ranches into small workable areas, the improvement of agricultural and land legislation, and the reassuring reports of the meteorological service. Except for the recent date it does not differ greatly from other general hand books of the province, dealing with agriculture. The same is true of the general Handbook of British Columbia, the statistics of which are, however, seldom more recent than the end of 1907. There is a synopsis of mining laws and a statement of the current rate of wages in various lines. More interesting than either of these are the books on "New British Columbia"—the district to be traversed by the Grand Trunk Pacific Railway—and "The Alberni District," which reveals astounding possibilities in sections concerning which the general public know virtually nothing. A last-minute insert declares that owing to unavoidable delay in surveying the townsite of Prince Rupert lots will not be offered for sale earlier than May, 1909. All the details given suggest the existence of a veritable Garden of Eden in the almost unexplored northern and central portions of this province. The Alberni pamphlet is heavily illustrated with photographs of great beauty, showing the scenery and agricultural development of the country.

"Game of British Columbia" and Game Fishes of British Columbia," should be in the hands not only of every adventurous sportsman, but of every lover of the beautiful in nature. should make the heart of every Cana- They contain scores of pictures which dian beat faster with the knowledge that all this loveliness is within the borders of his own land.

All these pamphlets are provincial bulletins, and can be had on application to the King's Printer, Victoria, B.C., or the Bureau of Provincial Information.

YALE-LILLOOET PIONEERS

Hold Annual Banquet at Ashcroft—Directors Named For Ensuing Year

At the annual meeting of the Yale-Lillooet Pioneer society, held a few days ago, the following officers were elected for the ensuing year: C. A. Semlin, president; Denis Murphy, vice-president; J. W. Burr, secretary; W. B. Bailey, treasurer; directors: Messrs. Fearn, Haddock, Smith, Lehman, Saul, Harvey and Phil Parke.

The Ashcroft Journal thus describes the banquet, which was held at the Grand Central hotel:

"The diner was good, the songs and speeches were also good, and graced by such a chairman as Mr. C. A. Semlin, who has a handy way of saying the right thing at the right moment, and such a vice-chairman as Mr. Denis Murphy, the banquet was bound to be successful.

"The two chief guests of honor, Messrs. Rogers and Adams, both old Cariboo timers, supported the chairmen on either side and contributed towards the evening's enjoyment by many reminiscences of olden Cariboo days.

ELECTRIFICATION OF C.P.R.

Big Company is Conducting Important Experiments in British Columbia

The problem of electrifying the lines of the Canadian Pacific Railway is one that is nowadays considerably exercising the minds of the directors of that company, says the Montreal Witness. It is quite evident that the work cannot yet be started on a general scale.

The proposal is to make a start by electrifying the mountain lines, utilizing for this purpose the prodigality of water power running to waste on the eastern slope of the Rockies. Freezing causes a great diminution of this power in the winter, and the question is whether what is left would prove sufficient to operate the main line during the winter season.

On the Crow's Nest line this trouble of freezing is not experienced, because of the milder climate. It is on this line that the start is to be made. The line is to be reconstructed as soon as possible, and it is probable that this will soon be followed by electrification. Experiments to this end are now being carried out at Bonnington Falls, on the Kootenay river, where there is immense power. The officials of the company are also carefully studying the electric system already in operation in the States.

WILL HELP WEST

Canadian Pacific Establishes Agency in London to Encourage Immigration and Investment

Montreal, Feb. 9.—An important department that is bound materially to affect immigration into Canada and very greatly to encourage the investment of British capital in the Dominion, has just been organized in Great Britain, according to J. S. Dennis, assistant to Wm. Whyte, second vice-president of the C.P.R.

Mr. Dennis, whose headquarters are in Calgary, is now in Montreal, on his way back from England. He said this morning that his trip to the old country was made with the special object of looking into conditions regarding immigration to Western Canada. He found that both in Great Britain and on the continent Canada was attracting a great deal of attention, and that the long campaign of publicity that has been carried on by the Dominion government and the C. P.R., combined with reports of good crops in Western Canada last year, was bearing fruit, and that the prospects of a large movement of settlers of a good class this year were very bright.

Realizing this, Mr Dennis pointed out that the C.P.R. have decided to extend their organization in Great Britain and on the continent by the establishment in London of a general agency, through which all information relating to Western Canada will be handled.

HIS BACK BROKEN

Albert Wilson, of Nanaimo, Dies as a Result of Fall From Trestle at Coal Washer

Nanaimo, Feb. 9.—Albert Wilson, the seventeen year old son of ex-Ald. Wilson, and a most popular young man about the city, died this morning in the Nanaimo Hospital as the result of an accident at the coal washer of the Western Fuel Company on Sunday. Wilson, who was a machinist, was called out with a gang of men Sunday to make some repairs to the washer. In some way he fell off the trestle to the ground, a distance of some fifteen feet, lighting on his back. His spinal column was broken, and he remained in a paralyzed condition until this morning, when death came.

Mrs. L. D. Bell left on Monday night for Vancouver en route for Quebec.

UNIVERSITY SITE WILL BE DISCUSSED

Large Delegation of Victorians Will Meet Government on Saturday Morning

(From Wednesday's Daily)

A representative delegation of the citizens of Victoria will interview the provincial government next Saturday morning, the 13th inst, in regard to the selection of a site for the proposed British Columbia university. At the last meeting of the association which was formed for the purpose of taking steps to impress the authorities with this city's advantages as a situation for the institution, it was decided that Premier McBride and his colleagues be requested to place the responsibility of reaching a decision on the shoulders of a commission of eastern educationists. The special committee which made this recommendation, in support of it, argued that it would be hard for the government to make a choice in favor of one place without antagonizing the residents of another. Therefore they did not believe that it would be a wise course to make a straight request that the university be located on this part of the island. But they thought that a body of an unbiased decision and it was the investigation, would be able to reach an unbiased decision and it was the consensus of opinion that, if this was done, Victoria, at least, stood a splendid chance of being the fortunate centre.

For the purpose of asking the government to adopt this line of action a delegation of Victorians will interview them. Through H. D. Helmcken, K.C., the committee's secretary, and H. F. W. Behnsen, M.P.P., an appointment has been made with the cabinet for 10.30 o'clock Saturday morning Mr. Helmcken has forwarded special cards to a large number of prominent residents. It was impossible, however, for him to reach everyone and he wishes a public invitation extended those interested, it being explained that it is important that the delegation going to the parliament buildings on this mission should be as imposing as possible.

POACHERS COMPLAIN WHEN DRIVEN OUT

Because Kestrel Prevented Use of Harbors for Cleaning Catches, Fishermen Charge Inhumanity

That Capt. Newcombe, of the fishery protection cruiser Kestrel, is keeping some of the United States fishing vessels engaged in fishing on the northern British Columbia fishing grounds from illegally using British Columbia harbors for the purpose of cleaning their fish, is evident from the complaints being made by the masters of the Seattle fishing steamers driven from northern harbors. The Kestrel is not fast enough to patrol as efficiently as is desired, and the fishery protection cruiser, which has been so long talked of, is necessary to prevent the continuance of poaching and the illegal use for the purposes of cleaning the catches taken on the British Columbia fishing grounds in British Columbia harbors by United States fishermen.

The Seattle Times of yesterday, gives the following version of the driving of the United States fishing steamer Grant from a northern harbor:

"Inhumanity is scarcely too strong a term to be used in describing the conduct of officers of British gunboats towards the officers and men of the Seattle fishing fleet when driven from the halibut banks during the present winter by terrific storms and forced to seek shelter in Butler's Cove or other ports in British waters. Such, at least, is the statement of both men and officers of the Seattle fishing vessels.

"Capt. E. E. Crockett, of the steamship Grant, owned by the San Juan Fishing & Packing company, on his last trip to the halibut fishing grounds was, he declares, forced to seek shelter in Butler's Cove to escape from a snowstorm and tempest which threatened to engulf his vessel.

"He alleges that he was ordered to put to sea the minute the storm abated, though the weather was threatening, and told that if he came back without going thirty miles out of his course to register at a British customs port, he would be fined $400.

"No sooner had Capt. Crockett taken the Grant outside than the storm broke forth with renewed fury and he was forced to run for it to an unchartered shelter on the north end of Dundas Island.

"There he remained for two days, the weather being so thick outside that he could not see the ship's length.

"'Leaving our shelter, the Grant made her way out through the dangerous and unmapped waters to which we had been forced to run by reason of the unheard of and drastic ruling of the British officers,' said Capt. Crockett yesterday. 'The ship struck an unchartered rock, which, had the blow been a foot or two higher up, would have ripped the hull of the Grant open and sunk her.

"'As it was, three of her propeller blades were broken off short and we were forced to limp our way to port.

"'I have been going to the fishing banks off the British Columbia and Alaska coast, off and on, for twenty years. I have never seen worse weather than we have had this winter. The arrogant ruling of the men on the British gunboat is such as to make our work there as hazardous and disagreeable as possible.

"'Up to two years ago it was the custom of American fishing vessels in the stormy winter months to put into British waters for shelter and safety and remain there all night, coming forth again in the early morning. This custom lasted for years and was recognized as fair between the United States and Great Britain.

"'Under what is termed a law of the province of British Columbia, as I understand it, the British officers on the armed cutter Kestrel are able to drive us out into the terrific blizzards that rage on Queen Charlotte Sound and Hecate Strait, unless we make the dangerous run to Prince Rupert customs house. Nothing could be more inconsiderate of the rights of Americans or more cruel in its possibilities of destruction of ships and drowning of men than this new ruling of the British.'

"Capt. Crockett spoke with reserve, but evidently with deep feeling. He is one of the best-known mariners of the North Pacific. His experiences have been duplicated by the masters of other steam fishing vessels operating in the North. It is probable the matter will be brought up before the chamber of commerce at once, with the view of having representations made to the state department at Washington and congress in an effort to get relief.

"'The British rules of today are evidently aimed to destroy a big American industry that makes its headquarters in Seattle and disburses millions here,' said James Calvert, president of the San Juan company. 'We are by no means the only injured parties. I shall ask the chamber of commerce to institute an inquiry and if a wrong is being done under the treaty between the United States and Great Britain, as I suspect, the matter will be taken up through our own government so that we may obtain redress.'"

SAANICH COUNCIL

Decides Against Purchase of the Old Creamery Building—Routine Business

The South Saanich council decided not to purchase the Victoria Creamery Company's old building for use as a council chamber at their meeting last Saturday. Reeve Quick contradicted the report that he had stated that he would under no circumstances sign a check for such a purchase. What he had said was that he would not sanction such action until the ratepayers had a chance to give an expression of opinion on the matter.

The council rejected the proposal to increase license fees. French's menagerie was reported upon as a nuisance and an effort will be made to have it removed.

SALUTED OWNERS' OLD RESIDENCE

Unique Demonstration Made By the Norwegian Steamer Eir on Way From Esquimalt

The Norwegian steamer Eir, Capt. Marcussen, carried out the salute at West Seattle when on her way to Tacoma as was planned, the programme followed being exactly as published in these columns last week. Capt. Marcussen bought rockets and made all preparations before leaving Esquimalt on his way to Tacoma to salute the former home of his owner at West Seattle. The owner of the Eir, Jacob R. Olson, now a prominent shipping man of Bergen, Norway, was a resident of West Seattle from 1876 to 1879 and owned a waterfront tract of sixty acres between the point and King & Winge's shipyard. Although he has not visited the city since he returned to Norway, he retains a sentimental regard for his former home, and has given orders to the masters of all his vessels to salute the spot whenever entering these waters.

The Eir went direct from Esquimalt to Duwamish head, off which her engines were stopped, and with her flags all up, and the whistle tooting, six rockets were fired to salute the old home of the Norwegian shipowner, who since leaving West Seattle has acquired a fleet of freighters including the Eir, Alf, Frey, Liv, Ran, and others.

After carrying out the salute the Eir proceeded to Quartermaster harbor to enter the drydock to be cleaned and painted, and the steamer will then load lumber under charter to W. R. Grace & Co. for the west coast of South America. Capt. Marcussen is sitting with the captain of the Mathilde at Tacoma to enquire into the recent stranding of the Norwegian steamer Cecil near Magdalena bay.

MARRIAGE PREVENTED

Chinese Merchant of Victoria Disappointed in His Plan to Secure White Wife

New Westminster, Feb. 9.—Amy Morris, who came here recently from San Francisco, with the intention of marrying Ah Backen, a Chinese merchant of Victoria, was deported today by the police as undesirable.

The Celestial and his intended bride secured a license in Victoria and came here to secure a minister to perform the ceremony. It was while waiting for her lover to return with a clergyman that the police took her into custody.

C. P. R. DIVIDEND

Half-Yearly Payments Ordered to Be Made to Shareholders—Comfortable Surplus Left

Montreal, Feb. 8.—At the meeting of the board of the Canadian Pacific Railway Company today a dividend of two per cent. on the preferred stock and three per cent. on the common stock was declared for the half year ended December last, payable April 1st next. It was also decided that at the same time a further sum equal to one half of one per cent. be paid on common stock, to be paid out of the interest of the land sales. After the payment of working expenses, fixed charges and the dividends now declared, there is a surplus for the half year of $4,813,232.

RESOURCES OF B. C.

Martin Burrell, M.P., Enlightens Montrealers in Regard to Conditions in This Province

Montreal, Feb. 8.—The resources of British Columbia formed the subject on which Martin Burrell, M. P. for Yale-Cariboo, gave an interesting talk to the members of the Canadian club at the weekly luncheon this afternoon. Mr. Burrell jocularly touched upon the "encyclopedic ignorance" which prevailed in some quarters regarding British Columbia, and then went on to describe the commercial value of the Pacific waters which bound British Columbia, and shores of its myriad of islands there.

Concluding, Mr. Burrell dealt with what he called distinctively British Columbia questions. First there were the difficulties of settling a country with such extraordinary geographical conditions. These conditions called for "better terms" from the Dominion government, a necessity which everybody acknowledged who had first-hand knowledge of the province.

Then there was the problem of Asiatic immigration. In regard to this, he believed the preservation of the social and industrial life of Canadian children and their children's children depended upon the wisdom with which this problem was dealt. He believed the views of the west on this question were sound, and personally he emphatically endorsed the sentiments of Rudyard Kipling, that they must choose between their own kith and kin and an alien and undesirable separated in his aims and instincts from them by thousands of years.

J. C. Donovan, of Sidney, is in the city.

"Everybody Works But the Plumber."

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LAND ACT

Form of Notice

Coast Land District—District of New Westminster.

Take notice that Guy Frederick Fox, of Vancouver, B.C., occupation lumberman, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted on the northeast shore of Frederick Arm on the land point between Frederick Arm and Estero Basin and about two miles north of the northeast corner of Westman & Edmonds' lease No. 90; thence east twenty (20) chains; thence south ten (10) chains; thence west twenty (20) chains; thence north ten (10) chains to the point of commencement, containing twenty (20) acres more or less.

GUY FREDERICK FOX

Date, January 16th, 1909.

LAND ACT

Form of Notice

Coast Land District—District of New Westminster

Take notice that Guy Frederick Fox, of Vancouver, B.C., occupation lumberman, intends to apply for permission to lease the following described lands:—

Commencing at a post planted on the northeast shore of Frederick Arm, on the land point between Frederick Arm and Estero Basin and about two miles north of the northeast corner of Westman & Edmonds' lease No. 90; thence south ten (10) chains; thence west two (2) chains, more or less, to low water mark; thence north ten (10) chains; thence east two (2) chains, more or less, to the point of commencement containing five (5) acres more or less.

GUY FREDERICK FOX

Date, January 16th, 1909.

STUMP PULLER for sale or for hire, and contracts taken. G. Ducrest, Burnside Road. j19

TIDE TABLE

Victoria, February, 1909.

Date	Time	Ht	Time	Ht	Time	Ht	Time	Ht
1	.....		10 18	9.4	19 14	1.9	.....	
2	.....		10 51	9.4	19 53	1.7	.....	
3	.....		11 29	9.3	20 30	1.7	.....	
4	.....		.....		12 08	9.0	21 05	1.8
5	6 42	8.6	9 30	8.5	12 48	8.7	21 39	2.1
6	6 34	8.3	10 08	8.0	13 31	8.4	22 13	2.6
7	6 28	8.3	10 56	7.6	14 17	7.9	22 47	3.1
8	6 26	8.2	11 52	7.2	15 12	7.5	23 21	3.8
9	6 35	8.3	12 54	6.8	16 24	6.9	23 54	4.6
10	7 00	8.3	13 55	6.2	18 12	6.6	.....	
11	0 25	5.4	7 26	8.4	14 50	5.7	20 21	6.2
12	0 55	6.0	7 46	8.5	15 41	5.0	.....	
13	.....		7 54	8.7	16 27	4.3	.....	
14	.....		7 59	9.0	17 11	3.5	.....	
15	.....		8 18	9.3	17 54	2.7	.....	
16	.....		9 06	9.5	18 38	2.0	.....	
17	.....		10 12	9.6	19 23	1.4	.....	
18	.....		11 24	9.6	20 06	1.1	.....	
19	.....		12 33	9.5	20 49	1.1	.....	
20	4 50	7.9	8 42	7.4	13 39	9.2	21 24	1.4
21	4 58	8.0	9 68	6.7	14 48	8.7	22 11	2.1
22	5 14	8.1	10 43	5.9	16 02	8.1	22 57	3.1
23	5 36	8.3	11 49	5.2	17 24	7.5	23 41	4.2
24	6 08	8.4	12 54	4.5	18 59	7.0	.....	
25	0 23	5.3	6 40	8.6	13 57	3.9	21 10	6.7
26	1 02	6.4	7 10	8.7	14 58	3.3	.....	
27	.....		7 39	8.8	15 58	2.9	.....	
28	.....		8 08	8.8	16 57	2.6	.....	

The time used is Pacific Standard, for the 120th Meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The figures for height serve to distinguish High Water from Low Water.

The height is in feet and tenths of a foot, above the average level of the lowest Low Water in each month of the year. This level is half a foot lower than the datum to which the soundings on the admiralty chart of Victoria harbor are reduced.

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