From THE DAILY COLONIST, March 3.

LOCAL AND PROVINCIAL.

They Will Adjourn.

It has been decided to adjourn the provincial legislature on Wednesday night until the following Monday, to enable the members to return to their constituencies and vote for the candidates for seats in the House of Commons.

Reward Offered.

Frank Campbell offers a reward of $25 for the apprehension and conviction of the parties who have twice torn down the election cartoons which he has placed on his bulletin boards. The act is a mean one, and the individuals who were so contemptible should be known to the public.

Government Savings Bank.

A notice, posted in the Dominion Government Savings Bank, states that—as was announced in COLONIST telegrams two weeks ago—the limit of deposits in the Savings Bank is increased to $3,000. The Government also offer a $5,000,000—inscribed stock, redeemable first March, 1896. Depositors can have their deposits transferred to this stock in sums of $100, or multiples of $100, at 3½ per cent., on application at the Savings Bank.

Ice in the Skeena.

The steamer Chieftain, Capt. G. Cunningham, arrived from Port Essington yesterday for supplies for the canneries there, with which the Chieftain will return on Thursday. On the Skeena there has been very little ice this winter, and in the middle of the month of January there was open water from the coast to Hazelton. When the Chieftain left, however, the river was frozen over, and its navigation was thus put an end to.

Fire at Alert Bay.

The Indian agent's house at Alert Bay got badly scorched on the 23d ultimo. Soot had accumulated on the top of the chimney, and fallen on the shingles, creating a fire that threatened destruction to the whole building. The fire was discovered in time, and before it had made much headway the influence of several pails of water was brought to bear upon it, with good effect. An ugly, black hole in the roof was the only souvenir left by the fire.

Increased Police Protection.

Yesterday morning the five new constables recently appointed, were sworn in by Mr. Edwin Johnson, S.M. The new officers went on duty last night for the first time, their beats being in the residential part of the city. By the new regulations Sert. Walker will be on duty from from 8 a.m. to 4 p.m.; Sergt. Hawton from 4 p.m. till midnight, and Sergt. Levin from midnight till 8 a.m. An officer will also be constantly on duty in the barracks, ready to answer all calls.

Alert Bay Gossip.

Alex Martin, who recently acquired the Mission store, will build a new residence in the spring.

W. F. Rothwell is here from Manitoba, renewing old acquaintances.

The steamer Chieftain brought up the mail last week and gladdened the hearts of business men, who had been in suspense for a month.

Six inches of snow fell during February; the weather was calm and clear, with hard frosts every night.

The Door Fell Outward.

While James Peat, an employe of Messrs. J. & A. Boscowitz for the last ten years, was trying to open the heavy shed door at Janion's wharf, yesterday, the door fell outward, crushing Peat between it and the wharf. He was found by Mr. R. Horton, of the Hudson's Bay Co., at about 9 o'clock, and was immediately conveyed to the Jubilee hospital. The examination there showed that his hip was dislocated and two or three ribs were broken. Every care is being taken of the patient, and his recovery at an early date is looked for.

Resolution of Thanks.

The citizens of St. John's, Newfoundland, in relation to the question of French treaty rights, at a meeting held lately, passed the the following resolution:—

RESOLVED—That this meeting desires to express i s grateful appreciation of the interest taken by our fellow-Colonists of the Dominion of Canada, in our behalf, for their manifestations of sympathy with us, in the hardships of of our position, and for the active and valuable support and assistance afforded us, by the press, the various Boards of Trade, and other exponents of public opinion and sentiment throughout the Dominion; and the Committee recognize in this sympathy and co-operation, a source of strength and hope, to sustain and encourage the people of this Colony to further persistent effort in the future.

Off for Big Bend.

Messrs. Sam Hill, Angus McKay, John Sands and Gus Lund, started off for Big Bend again on Wednesday morning on snow shoes, going by the river over ice and snow, and taking with them three sleds, each carrying about 80 pounds of provisions, etc. They expect to reach their destination in eight or ten days, and as soon as they get settled will begin work by deepening their flume. When they have completed this they intend erecting a small upright saw mill to cut the lumber necessary in carrying on their work. They expect to be well rewarded for their labors, and it is hoped they will de even better than they expect in washing out the yellow metal.—Kootenay Star.

They Want the Earth.

By the steamer Maude, which returned from Alberni yesterday, Mr. Charles Spring received a bundle of 100 seal skins, secured by the Indians around Uculet. The schooners Lily and Favorite are reported to be still waiting for their Indian hunters, whom they expected to get without trouble. The Siwashes, however, have refused to sail unless they are promised $7 for every seal killed. As the seals are reported to be plentiful along the Coast, the captains are naturally impatient to be off. The Minnie and Mary Ellen are in the same fix as the Lily and Favorite; while the Sea Lion and two others schooners were sighted off Cape Beale by the Maude on the homeward trip. The storekeepers on Barclay Sound have already bought about 1,000 skins from the Indians, and more are being brought in every day. Beautiful weather prevails on the West Coast.

Is She Still Afloat.

Grave anxiety is expressed by those interested in the little steamer Nell, owned by Mr. George Williscroft, as to her whereabouts or her fate. The Nell is a Northern passenger and trading steamer, engaged in cannery work during the busy season. She left Hartley Bay, near the mouth of Gardner's Inlet, about a month ago, with a cargo of lumber for Queen Charlotte Island, and three weeks had passed when the Boscowitz came down without bringing any news of her. As heavy winds had prevailed, it was feared that she had gone down in the gale. About 100 miles of open water lie between Hartley Bay and Queen Charlotte Islands, and those who know Capt. Madden, who commands the Nell, feel confident that he would run no risks in making the trip. The steamer was built at Georgetown, near Fort Simpson, about five years ago, and is a serviceable, but not very powerful, boat. News of her will be eagerly looked for.

In Commemoration.

The congregation of the Gorge Road Methodist Church, held service on Sunday in commemoration of John Wesley. The Methodists generally throughout Canada held service in memory of their leader, who died one hundred years ago.

A Boon for Sealers.

Quite a boon has been granted the sealing men of this port. The collector of customs has granted, upon payment of a fee of two cents per ton, the crew of each vessel in case of accident or sickness, permission to be sent to the Marine hospital for treatment.

Victoria Public Library.

There were 3,131 books lent by the Public Library last month, distributed as follows: Ladies, 1,398; gentlemen, 1,733. The most loaned in any one day during the month was 245, and the average distribution per day was 130. There were 89 cards issued, the ladies receiving 28, and gentlemen 61.

Inland Revenue Returns.

The following are the revenue returns for the month of February:—

Spirits	$ 3,771 07
Malt	631 00
Tobacco	1,674 80
Cigars	663 15
Petroleum inspection	296 10
Tota	$ 7,036 12

A Full Board.

A full board of the directors of the Jubilee hospital met yesterday afternoon and passed by-laws and also rules for the guidance of patients and conduct of nurses. A long discussion about drainage took place, but nothing definite was done. After the general routine of business was finished the meeting adjourned.

At the Museum.

A neatly arranged book of samples of native woods, highly polished, has been presented to the provincial museum by Mr. J. B. Kennedy, of the Brunette saw mills. The Kootenay mineral collection is also an object of great interest at present, and other districts will no doubt be induced to secure similar representation.

Home Circles.

Mr. A. Q. St. George returned from Vancouver on Sunday, and will complete the organization of the lodge of the above order. The meeting will be held in the general secretary's office of the Y.M.C.A. this evening at half past seven. The charter was left open from last meeting so that anyone else joining can have the benefit of it. All are welcome to hear an explanation of the order.

Onward and Upward.

The tenants in the old wooden buildings on Yates street, opposite the Bank of B. N. A., have moved out, and the work of demolition will be commenced at once. Mr. George S. Russell has taken temporary quarters in the brick building next to W. J. Jeffree's. He has leased one of the stores in the new building, which will be specially fitted up for him, and he intends when settled in his new shop to have one of the best appointed establishments on the Pacific coast.

Face to Face with Death.

Harry Mack, John Thiems and Jim Miller, three loggers, had a narrow escape from drowning, while returning to Alert Bay from Klicksivi, in an open boat, one day last week. The boat capsized during a snow squall off Port McNeil, and the men men were found clinging to the overturned craft, two hours later, by Adam Mathers, a farmer, who rescued them from their perilous position. The men were in an exhausted condition, chilled to the bone and almost frozen to death.

The C.P.R. Steamers.

The statement is being circulated that the new China steamships of the C.P.R. are to give Victoria the "go by." This is untrue. Mr. Van Horne, president of the company, has stated through the columns of this paper and by letter to the Board of Trade that these magnificent steamers will call here on their inward and outward voyages. R. P. Rithet & Co, are now completing the improvements to the outer wharf which will accommodate these steamers. It was chiefly through being assured of the fact that the new steamers would call if the necessary dockage were provided that induced Mr. Rithet to begin the construction of the new wharf.

British Vessels.

The schooner Henrietta changed her flag yesterday, and is now a British vessel.

"Oscar and Hattie," a schooner of 81 tons register, bought in San Francisco by Mr. J. L. Penny, of Clayoquot, arrived here yesterday and was registered by her owner as a British vessel. She was formerly an American schooner, but hereafter she will hail from this port. On her way from San Francisco, Chas. Wilson, a seaman on board, while discharging a loaded shotgun, severely injured his hand. The gun burst just as the young man fired. On arriving at Victoria the accident was reported to Collector Milne, who ordered him to be sent to the Marine hospital for medical treatment.

A Jolly Time.

Messrs. Braden and Stamford entertained their employes at a banquet at the Elite restaurant, last evening. Toasts, songs and recitations occupied the time of the guests, after a sumptuous supper had been partaken of. Mr. Geo Amorsen took a great interest in the whole affair, attending to the individual wants of all present. The following is the programme in brief, with Mr. Braden in the chair:

Toast—"The Queen"	The Chairman
Toast—"The Royal Family"	Mr. Croupier
Song—"Dan. McGinty"	Mr. G. Watson
Toast—"The Firm"	Mr. Chas. Stottard
Song	Mr. Cockrell
Recitation	Mr. Boyd
Song (banto accompaniment)	Mr. Veltz
Toast—"The Plumbers"	Mr. Braden
Song	Mr. Sttioard
Song	Mr. Peter Hughes
Toast—"Invited Guests"	Mr. Stamford
Song	Mr. Braden
Recitation	Mr. Geo. Watson
Song	Mr. Chas. Lio d
Toast—"The Press"	Mr. M. Thompson
Song	Mr. Wm. Braden
Song	Mr. Stamford
Song	Mr. Wm. Anderson

God Save the Queen.

Several other songs and toasts were given by the invited guests and employees. The banquet was a grand success. Messrs. Braden and Stamford being very popular amongst the men, who look forward each year to the happy time they have at these meetings. Most of the employees have been with the firm for the last five or ten years, proving the satisfaction which must exist between them. Before leaving, as well as several times during the evening, the boys sang, "For they are jolly good fellows."

PROVINCIAL LEGISLATURE

First Session of the Sixth Parliament.

TWENTY-NINTH DAY.

MONDAY, 2nd March.

The House was called to order at 2 o'clock, and, after prayers by Rev. Percival Jenns,

MR. COTTON presented the petition of numerous residents of Vancouver City opposing the passage of the Vancouver Water Works Amendment Bill; also the petition of the mayor and council of Vancouver upon the same subject.

MR. SEMLIN introduced the petition of certain residents of Spence's Bridge, asking for incorporation of the Nicola Valley railroad company.

Two petitions urging the enactment of laws for the closing of saloons on the Sabbath day, were read and ordered printed.

The bills relating to the Kootenay Lake Telephone Co. and the Nicola Valley Railway were reported from the committees, and these reports were adopted.

On motion of Hon. Mr. Turner, seconded by Hon. Mr. Pooley, the speech of the Lieut.-Governor will be taken into consideration on Thursday.

MR. NASON moved, seconded by Mr. Rogers, "That whereas at the present time the mail service for the Chilcotin District is a fortnightly service (from Soda Creek to Barkerville) in the summer, and monthly in the winter season, to the great inconvenience of the inhabitants of the said district, and, whereas it would be for the greater benefit of the inhabitants of said Chilcotin district, to have the said mail service changed to a fortnightly, instead of a monthly, service in the months of January, February, March and April, and the months of June, July, August, September, October, November and December, a weekly, instead of a fortnightly, service. Be it therefore resolved, that an humble address be presented to His Honor the Lieutenant-Governor, praying him to take steps to cause the said mail service to be changed from monthly to fortnightly in the months of January, February, March and April, and from fortnightly to weekly during the months of May, June, July, August, September, October, November, and December." The motion was carried.

NEW BILLS.

HON. MR. DAVIE introduced a bill "to amend the Religious Institutions Act."

HON. MR. ROBSON introduced a bill to amend the Railway Bill Act.

HON. MR. DAVIE introduced a Bill to make valid the juror's books, rolls and lists for the New Westminster jury district for the year 1891.

PUBLIC SCHOOL BILL.

On motion of HON. MR. ROBSON the House went into Committee on the Public School Bill, Mr. Semlin in the chair. The Committee rose, reported progress, and asked leave to sit again this evening.

CROW'S NEST AND KOOTENAY LAKE R.R.

COL. BAKER, in moving the second reading of the Crow's Nest & Kootenay Lake Railway company's amendment act, said: Mr. Speaker, in moving the second reading of this Bill, I should like to premise my remarks by calling the attention of the House to a few points which have an important bearing upon our general railway system. In the first place, in this age of enterprise, it may be taken as an axiom that, other things being equal, the true measure of progress lies in facility of communication, but, sir, when we come to consider facility of communication as applied to our province, we find that the physical geography of our country places us at a considerable disadvantage as compared with our neighbors; for instance, in the Northwest territory. There they have bare plains of rich agricultural land, and the people can communicate freely with each other in any direction, but when coming from the East we touch the "Rockies," we look over a sea of mountains, rolling in great land billows to the Pacific Coast and forming the mountain ranges of the Rockies, the Selkirks, the Cascades and the Coast range. This peculiar physical geography must have a great influence on our railway policy. We find great valleys, trending north and south, cut off from each other by almost impassable mountains. I say almost impassable, because the passes through them, from east to west, are very few, and are at great intervals apart. The outlets of these valleys to the north are sealed up by the inhospitable Arctic regions; but, fortunately for us, to the south they are open, and flow into that great emporium for trade—the United States. It, therefore, arises that the populations of these valleys cannot communicate with each other, except by long and circuitous routes, and it, therefore, becomes imperative, if foreign trade is to be carried on at all, that we should build what I may call railway lines of latitude from east to west, and connect them with railway lines of longitude running through our great valleys. In fact, I may put it in simple language by saying that our provincial railway policy should be to have meridianal lines of railway connected with the markets of the world. It must be remembered that it is to our foreign trade that we must look to build up the wealth of our province, and in this matter we cannot do better than follow the example of our Mother Country. Ages ago, when England was in the infancy of her prosperity, she laid the corner stone in the foundation of her future power by her foreign trade in the exportation of her ores of tin, and she afterwards built up the great British Empire through the instrumentality of her mineral wealth in coal, in iron, and in copper. Well, sir, I think that we, her children, have inherited the courage, the steadfastness of purpose and the enterprise of our forefathers, and that we also shall build up the wealth and power of our fair province through the instrumentality of our foreign trades in those great mineral resources which we undoubtedly possess. But, sir, in order to touch the foreign market we must have railway communication with them—and it is satisfactory to find that this province has already recognized the importance of this fact by building the Westminster-Southern railway; and it is both interesting and instructive to note how one railway begets another, for no sooner was the Westminster-Southern incepted than the Canadian Pacific Railway company commenced building a southern line to the States from the Mission hard by. Again, there are coming before this House numerous applications for charters to build connecting lines with the States, all along the southern boundary of British Columbia, and when we go further east and cross the Rocky mountains, we find the Calgary and Edmonton line building south to Montana, and quite near it the Alberta company's line running to Great Falls, while still further east the railways connecting with the States are numerous. In fact, the people of Canada have fully recognized that they must be in close railway communication with the chief market for their produce whether that produce may consist of ores, of wheat, of timber, or any other articles of trade. Now, sir, the people of Southern Kootenay simply ask this House to extend to them the privileges which have been extended to other parts of the province and of the Dominion, that is to grant them the right of railway communication with all the markets they can find, or, in other words, to grant them the common right of all British subjects, justice and fair play.

I am aware, sir, that an agitation has been excited against the extension of the Crow's Nest line, but when we come to probe this agitation to the core we discover that it all emanates from one quarter. A protest has come from some of the people of Donald and of Revelstoke, and from the Board of Trade of Vancouver. Donald is a Canadian Pacific railway town, Revelstoke is practically under the control of that railway, and Vancouver owes its existence to that huge corporation, so that, although these protests ostensibly come from the people, it may truly be said of them that "the hand is the hand of Esau, but the voice is the voice of Jacob" and that Jacob is seeking from this House the birthright of the people of Southern Kootenay, namely, their freedom. It is natural that in the course of business the Canadian Pacific Railway should endeavor to secure the monopoly of the freight carrying business of British Columbia, and the very able president of that company, Mr. Van Horne, is not likely to let slip any opportunity for benefitting the shareholders, whose interests he so jealously guards. But, on the other hand, we in this House must be equally careful of the interests of the people of British Columbia, and we must protect them from servitude to a great and powerful corporation.

Now, Sir, I do not wish that this Bill which is before you should appear under any false pretences. It will undoubtedly lead to connection with the American lines. In the upper Kootenay Valley the Great Northern railway will this year have completed their railway within a few miles of the boundary, and will probably connect with the branch of the Crow's Nest line asked for in this bill. In the Lower Kootenay Valley the Northern Pacific railway is about to build within a few miles of the boundary, and will probably connect with the Crow's Nest line; while in the Lower Columbia Valley the Spokane Falls line is already within fifteen miles of the boundary and will meet the extension of the Crow's Nest line, proposed in this bill, at Fort Sheppard.

It will, therefore, be seen that the great advantage of the Crow's Nest line is that it will give the inhabitants of the three great Kootenay Valleys communication with each other, and also three longitudinal lines communicating with the markets in the States and acting as feeders to the main lines. But that is not all. There cannot be a question that so soon as you pass this bill and work is commenced upon the line, the Canadian Pacific railway will build down from Revelstoke and Nelson. It is the case of one railway begetting another. They must do so in order to successfully compete for the traffic, and thus the people of Kootenay will be doubly benefitted.

Now, I do not think that in any part of Canada you could find any line of railway which, geographically, is more favorably circumstanced than is the Crow's Nest line. Along the whole length of its course it passes through a great mineral belt which, although it has as yet been only partially explored, has shown extraordinary wealth in coal, iron, gold, silver, copper and lead. It is cut at right angles by three great navigable waterways, which will act as feeders to the railway and open up hundreds of miles of country where there are not only mines but great resources in timber. It will be fed from the south by the three connecting lines to American territory which I have already enumerated, and I think we may take it for granted that it will soon have another feeder to the north at Revelstoke. It is no exaggeration to say that in a very few years, as the mineral wealth is developed, we shall see large towns growing in each of the three great Kootenay valleys. In fact, we shall see the usual results which always follow the bringing of a country, pregnant with natural wealth, into easy communication with the markets of the world; and whereas, now you hear nothing in that country but the harsh discord of disappointed aspirations, you will then hear nothing but the perfect harmony of industry and prosperity. I shall not cast my vote on this bill myself, as I live in the country through which the line will pass, and, also, I have acquired an interest in it; but, sir, the people of Southern Kootenay commit this bill to the care of the House, in perfect confidence that it will raise no uncertain sound on the advisability of this railway, and that it will not, from the dictation of *anyone*, seal up those arteries of communication through which must flow the very life blood of their future progress.

DR. MILNE said that before this Bill could be satisfactorily considered by the House there ought to be a map and profiles before the House.

COL. BAKER said the Bill had been discussed at length in committee, and was pretty well understood by the members.

MR. MARTIN said he did not think that this railway was in the interest of British Columbia, nor did he believe the other railway project in a similar direction was advantageous. He opposed the connection which this railway would make with the boundary line as it would kill the trade of the entire district, which he (Mr. Martin) represented. He said that the Americans would never allow the building of a road that would drain their own country as this would undoubtedly do to this province. This he regarded as the thin end of the wedge, looking to annexation as unrestricted reciprocity.

MR. COTTON opposed the Bill in what he considered the interests of the province of British Colnmbia. The ways and laws of this province were far freer than those of the Americans. Here Americans could come and take up lands unrestrictedly, while British and American people could neither take up land nor mine in Washington or Idaho without renouncing all allegiance to all foreign powers and potentates, particularly the Queen of Great Britain. Their idea was America for the Americans, and with us it should be Canada for the Canadians. The country through which this railway would pass was neither an agricultural nor a dairy country. It took, in fact, about fifty acres to keep a cow.

COL. BAKER—There are plenty of agricultural lands.

MR. COTTON did not consider it a patriotic policy for us to be the hewers of wood and the drawers of water for the Americans. We were supposed to be trying to build up our country, but railways such as this were calculated to destroy our trade. The people of Vancouver were not influenced by the Canadian Pacific railroad in their opposition to this road. It was in their own interests they opposed it. They wished that this road should come to the coast. The member for Kootenay had to-day said that if they found a pass they would come to the coast, but that was merely a blind. They did not really intend to come to the coast if they could help it. He did not think this House would do such an injustice to the province as to give away its lands in order to do it harm. He demanded assurances from the member from East Kootenay that the road should come to the coast instead of being allowed to take away our ores and other products across the line for the benefit of Americans. Every dollar invested in Kootenay ought to mean benefit to the cities of British Columbia, but it was monstrous to ask this House to give away its lands and moneys to its detriment. He could not think that in any way hon. members could teach themselves to see matters as the member for East Kootenay had taught himself to see them. This company had not only obtained enormous grants of money and land, to overcome the supposed great difficulties in its way, but they had also been brought under the provisions of the Royalty clause. The road to the boundary line was a work of comparatively little difficulty, but it had been in order to enable them to build the heavy section to the coast that the large and liberal subsidies had been granted, and the construction of this the company sought to avoid. England had not grown rich by allowing her raw material to leave the country to be manufactured. But she had kept it there for manufacture. The member for East Kootenay proposed to ship our ores to the United States to be treated, but he thought that the people of the province proposed that they should be kept here to be smelted. While the member for East Kootenay tried to take our ores away the member for West Kootenay had a notice on the paper to place an export duty on them to prevent them going out. He felt very strongly on this subject, as Kootenay would be a second Colorado, and for that reason he wished to keep the ores here and retain the trade in its natural channels. This was why he opposed the second reading of this bill.

HON. MR. ROBSON said that his feelings had not undergone much change during the last twelve months; but he regretted to say that no greater progress had been made in the matter of supplying Kootanay with railway connections. It would be the true interests of the province to so arrange railway communications as to make the boundless mineral wealth of the Kootenay country annure to the permanent benefit of British Columbia. It went without saying that to allow the proposed railway communication was not calculated to materially benefit the province. The Americans desired facilities so as to enable them to take the ores out of our country at the lowest possible expense. We ought to see that we obtained all possible benefits from the development of this country instead of allowing it to be whisked past us into the United States. It was true that the people interested might very properly ask if they were to be compelled to keep their ores locked up because the Canadian Pacific or other railways did not provide the necessary facilities. His opinion on the abstract policy was unchanged, but if the majority of the representatives of the people felt that the time had arrived when for want of the proper facilities provided at home it was necessary to have facilities supplied from the other side he could not so much object to the road. If the House took this view, there should most certainly be all possible restrictions placed upon the export. The House might very well consider an export duty as a proper check on the evils which might accrue. It was true that this House had not the power to impose an export duty, but it would be, of course, for the House to enact a clause restricting the export of ores until the Dominion Government had imposed a good export duty, which, on the one hand, would prevent the export and, on the other, offer inducements to capitalists to embark in the local treatment of our ores. He regretted that the C.P.R. had not seen their way to construct 28 miles of railway to connect with deep water. This would have afforded daily connections with the mines and would have obviated much of the loss to the country which would accrue from the taking away of its wealth to be treated in the United States. He spoke of the claims which the miners had to proper railway communication, saying that he felt peculiarly embarrassed in dealing with this subject, repeating that the greatest care should be exercised to prevent the difficulties which had been indicated. He thought the member promoting the bill should enter into a pledge to have the road brought to the coast, failing which the situation was a most difficult one. It was true that the road would connect the mines with a valuable coal field; but was this a sufficient compensation? Either there ought to be guarantees that the road should be taken to the coast or a clause inserted to prevent the coming of the Bill into effect until the Dominion government had had the opportunity of putting on an export duty.

MR. CROFT said with a smelter at Revelstoke, and the American duty on Canadian ore there ought to be sufficient inducement to enable this ore to be treated in British Columbia. Moreover, the demand that there was in the United States for coke which could be largely produced in the Revelstoke section, ought to be sufficient to warrant the construction of the road.

HON. MR. DAVIE was heartily in favor of the bill. He looked upon the building of the road as calculated to cause the construction of large smelting works. The Canadian Pacific railway should long ago have supplied the necessary facilities to this section, and there was no guarantee that they would. This road, he thought, would act as a whip to compel them to take action. What was the good of a rich country if it were not accessible? For this reason he thought the bill should pass. He was not at all in favor of unrestricted reciprocity, and failed to see this railway in any way had a tendency in that direction.

MR. BROWN saw no reason why the bill should be challenged. It was, he thought, straining matters too much to throw the British Lion at the heads of members in connection with this bill. Restriction never paid. If there were a community which was pining for want of communication, it could not be benefited by being further shut up. As had been shown, our own railway people had shown no disposition to supply the necessary communication. He could not agree with the policy advocated by some people, that it was proper to place a section of country at a disadvantage, because other parts would not be benefited by anything that was done for is in particular. The result of a policy of bringing in railways from the south might, it was true, be not such as was at first desired. But make the country easily accessible and let the people come in, and how long would it be before local manufactures were themselves established? This line would give communication with the country. The Great Northern railway, which it joined, came into New Westminster, although a portion of it ran upon American soil. It was a false policy to object to the road, because some people affected to think that there was in it the voice of Jacob and the hand of Esau, It was the people—and those of any part of it—who ought to first be considered. The present bill asked for nothing more than had already been granted, and he should vote for it.

HON. MR. TURNER thought that the import duty of the U. S. would prevent the ore being taken out of the country for treatment, while the near presence of excellent coal would secure its being reduced in this province. Had we, he would ask, the lead ores necessary to profitable treatment? He thought we had. If we had not, the ores must go to the United States to be turned to advantage. The interests of the district ought to have special consideration, and the local treatment of the ores would induce the settlement of a large population, and therefore be to the benefit of the whole province. The mining of the Kootenay ores, wherever they were smelted, would be of general advantage. He did not think that the railway would be disadvantageous to British Columbia trade generally, as he felt that Victoria and Vancouver could readily compete with the Americans. With respect to miners' supplies, he knew that by water they were brought in at reasonable rates. The bill asked for nothing that was not already granted, and he thought we should be willing to welcome any railways which would cause to open the country. The contemplated road was prepared to undertake the work at once and incur all the attendant risks, and he should vote for it.

MR. SMITH pointed out that the American lines in the Westminster district were connected with the boundary line, yet no objection had been made to them. The miners were certainly entitled to communications and to be enabled to obtain their supplies at the smallest possible cost.

MR. FORSTER asked why the development of gold mines on the mainland should not be allowed to proceed in the same way as the coal mines on the island, and the lumber industries on the mainland. They found their principal market on the American side and it would be detrimental to the interests of the province that trade should be in any way interfered with. The fact of supplies coming in from the United States showed that that was the cheapest and best outlet. Only a certain number of mines could be served that way, but were other railway facilities afforded it meant the opening up of many other mines. He denounced the principle of preventing products reaching their natural markets, because that fact would injure certain other sections, and said that had this been the policy of the past there would have been no progress at all.

MR. GRANT said the whole argument might be summarized in a very few words—"Let us have railroads in all directions." The New Westminster Southern gave communication along the western shore, and was found to be advantageous; there was a greater argument in favor of railway communication with the Kootenay country. This would be the means of developing much wealth in the southern Kootenay district as no other part of the country could give. At the northern end of the Kootenay district there were some valuable mines which the Canadian Pacific Railway had made the more valuable. He could not believe in confining any section to one outlet, adding that notwithstanding antagonistic local interests every mile of railway meant a link in the market of progress, and he for one should vote for all such bills.

MR. SWORD thought he spoke the feeling of his constituents when he said that they were not opposed to the construction of any railway from which they did not receive immediate advantage. He should vote for the bill, and should like to see it pass without the insertion of an export duty clause.

MR. SEMLIN said his own position was much like that of the Premier. Which, he asked, would do the greatest good to the greatest possible number of people of British Columbia, the construction of the road at once, or delaying it until a railway were constructed to the coast? If this bill passed its second reading he should like to see a clause inserted compelling its simultaneous construction at both ends. He desired to see all the development and reduction of our resources at home, which could only be secured by having our railways constructed to the North instead of to the South. He referred to the export duty on logs, which if it had been proved to be beneficial there was enough to show the advisability of an export duty on ores. He should vote against the second reading.

MR. HUNTER could not see why the people of Kootenay should be prevented from constructing a road in whatever manner they pleased and in whatever direction they saw fit. On the part of the opponents of the railway it had been Canadian Pacific Railway—directly and indirectly—first, last and all the time. He could not compliment the opponents of the Bill on the speeches which they had made and which had been very much in the same sense as the literature which had been presented on the subject. He saw no reason why the Canadian Pacific railway—the ablest managed railway on the continent—should want so many defenders. He expected that in 10 years it would own every railway in the province, and therefore there need not be so much solicitude on its behalf. He should vote in favor of the second reading, as he believed its construction would be to the advantage of the province.

DR. MILNE thought it was advisable for this country to have all possible railway communications. He was a free trader in railways, and so strongly did the people of Victoria feel upon the subject that in a few days a public meeting would be held in Victoria with the object of bonussing railways—even American roads—which would communicate with us. He thought the present duty of $30 per ton on ore would be sufficient to induce the reduction here of British Columbia ore. He was convinced that, all things considered, we should, with our protective tariff, and the difference in cost of material and supplies, be fully able to hold our own with the Americans. The House would be stultifying itself if it did not pass this bill, as the building of this road would bring about a new era in railway matters in this province.

MR. MARTIN stated that in so far as he was concerned he had not in any way been influenced by the C. P. R.

MR. HUNTER said he did not wish to convey the idea that any member had been intentionally influenced.

MR. KELLIE appealed to the members of the House to give the residents of Southern Kootenay railway connection with the outside world. It was absolutely necessary to them and must be had. As he had to speak on another railway bill, possibly this afternoon, all he would now say was to ask that the necessary railway facilities be afforded.

HON. MR. BEAVEN said it was well to consider whether by passing the bill the members would be really giving the Kootenay country connection with the coast. He should vote for the second reading did he think that it would give the people of Kootenay the facilities they required. But he was convinced that our system was entirely wrong. We were continually chartering railways, but without good results. The arguments advanced against this road was that it would connect with roads across the 49th parallel. On railway account there had been almost a rebellion in Manitoba. We had already one railway which crossed the lines, while the Canadian Pcaific railway itself crossed the boundary and had had connections on the other side. Thus they could not raise objections on this account. Moreover, we had water communications with the world, the only question being whether those communications paid. He reserved the right to oppose the bill on its third reading, if the probability arose that the road would only exist on paper. The road should not be a narrow guage road, as it was meant for more than a mining road.

MR. BOOTH said that the construction of this road was an absolute necessity, as without it coal could not be taken from the Crow's Nest mine for the development of the minerals. The road had not been built, because there had been no market for the coal. The C. P. R. would never do anything till they were forced to, and construction of this line would only spur the great Canadian line to early action. The true policy was to build roads only where they were required; the history of the Intercolonial was a lesson on this text. He would support the second reading of the bill.

The second reading was carried on a division of 23 to 4, Messrs. Martin, Semlin, Horne and Cotton voting nay. Bill to be committed on Tuesday.

LIBEL BILL.

The order for a second reading of this bill was discharged by request of Hon. Mr. Beaven.

LAND BILL.

HON. MR. VERNON, in moving the second reading of this bill, said in reality it required very little explanation. The object of amending the present act was, as far as possible, to prevent or discourage large tracts of land falling into the hands of individuals for speculative purposes. He traced the various changes that had been made by previous Governments in dealing with the public lands. The development of the country, as a matter of course, necessitated amendments to the land laws. During the past four years the receipts from the sale of Crown land had been about $600,000. Half of this had been received for townsites and suburban lands, the remainder being principally for pastoral lands. Under the proposed bill, occupation by preemptors was required; this would put an end to a great amount of speculation. Purchases by the bill which he now introduced were limited to 640 acres; and land was divided into three classes, first, second and third. Owing to the constant fluctuation in land values, it was impossible to fix a hard and fast price. Accordingly, the price of first-class agricultural land was fixed at $5 per acre; second-class at $2.50 per acre; and purely pastoral at $1 per acre. No metals passed with the land, only coal became the property of a purchaser or pre-emptor, from whom a royalty of five cents per ton was required. The hon. chief commissioner contended that without taxing the people too heavily, the Government would have to depend for a considerable portion of its revenue upon its land sales, and so all the Government could do was to regulate the prices fairly. The lands of British Columbia were in a great part useless without railways—the great Chilcotin country for example.

HON. MR. VERNON having concluded his remarks, moved the adjournment of the debate.

The House adjourned at 5:45.

EVENING SESSION.

Business was resumed at 7:30, when the House went into committee, with Mr. Booth in the chair, upon the Public School Bill.

In committee, exception was taken by Mr. Cotton to section 4, providing that the executive council shall constitute a board of public instruction. He thought that the duties of the cabinet were already too multifarious, and that the formation of the council of public instruction should be somewhat different from that proposed. There should be an advisory board, with one or more cabinet ministers, particularly qualified to direct educational matters. He agreed with the principle of the bill, having for its object the decentralizing of the school system, but was of the opinion that as the measure stood, the cities would simply put up the necessary funds for maintaining the schools, and the whole control of both schools and money would be possessed at the capital. He vigorously opposed section 4.

HON. MR. ROBSON objected to the senior member for Vancouver City discussing the principle of the bill at the present stage of proceedings.

MR. BROWN, while he agreed with many things said by Mr. Cotton, could not approve of the formation of an educational council composed of persons not being members of the Cabinet or House. He remembered when the schools had been so directed, and he did not wish to see the experiment repeated. He had bought his experience on this matter and paid for it.

MR. MCKENZIE wished to enlarge the section by having one member of the executive council nominated by the Lieut.-Governor as minister of education, who should be recognized as the responsible head of the department.

HON. MR. BEAVEN said that the whole object of the section was to relegate to three members the power at present possessed by the Lieutenant-Governor in Council. He thought that the amendment proposed by the member from Nanaimo conflicted with the Constitution Act.

HON. MR. ROBSON explained the difference between a quorum of three and an educational council of three; the words relating to the quorum might without disadvantage be struck out.

MR. SEMLIN disapproved of the educational department being made a political machine.

HON. MR. BEAVEN moved to strike out the whole clause as unnecessary.

This amendment was lost, and that in reference to the formation of a quorum was adopted; the clause as thus amended being passed.

MR. MACKENZIE moved, in amendment to clause 1 of section 6, that the school age be from five to twenty years, instead of six to sixteen. This motion gave rise to considerable debate, but was defeated on a division. Sub-section 10, providing for the cancellation of a teacher's certificate "for cause," was discussed at length, Mr. Semlin moving that "for immoral conduct" be substituted in place of "for cause." This motion was defeated and the original clause was adopted.

Numerous amendments were introduced, discussed and dropped, and the committee rose at 12 o'clock, reporting progress, on the 20th section.

IN CHAMBERS.

(Before Mr. Justice Drake.)

Turner, Beeton & Co. v. Hobson—Adjourned summons. Settled. Bodwell & Irving for Plaintiff; Yates, Jay and Russell for defendant.

Gray v. McCallum—For an order for the examination of defendant with official stenographer. Granted. Mr. Pemberton for plaintiff; Bodwell & Irving for defendant.

McDougall v. Robson—For delivery of his answer to the interrogatories. One week granted. Plaintiff to be paid his costs. Belyea & Gregory for plaintiff; Bodwell & Irving for defendant.

Knights of Labor.

THE Knights of Labor aim to protect their members from financial difficulties, etc. Hagyard's Yellow Oil protects all who use it from the effects of cold and exposure, such as rheumatism, neuralgia, lumbago, sore throat and all inflammatory pain. Nothing compares with it as a handy pain cure for man and beast.