# Provincial Legislature

## The Premier Makes Announcement With Respect to Railway Legislation.

## No Aid Will be Granted Until Satisfactory Contracts Are Secured.

## Prorogation Is Probable Today or Early Part of Next Week.

Friday, April 7, 1905.

THE House assembled at 2 o'clock and after the customary opening exercises the following was the order of business:

**Motions**

Mr. Taylor moved that an order of the House be granted for a return showing all correspondence which has taken place between the government and F. W. Morse, representing the Grand Trunk Pacific Railway Co., relative to aid and construction of said railway in British Columbia. Carried.

**Bills**

The bill to amend the Companies Act, and the bill to amend and consolidate the Public Schools Act passed third reading.

The bill to amend the Land Act was committed, Mr. Ross in the chair.

Hon. Mr. Tatlow proposed an amendment to enable the city of Vancouver to expropriate certain lands for the preservation of its water supply, subject to the approval of the Lieut.-Governor in council.

Mr. J. A. Macdonald suggested that the subject was a large one, involving some 70 square miles of land, to be brought down in the way of an amendment to the Land Act. As he understood the matter was not pressing and might be considered next session, he thought in any case it should be introduced in the shape of a separate bill.

The Attorney-General did not think a special bill was called for. The question at issue was the protection of the water supply of the city of Vancouver, as to which he thought the Legislature should be inclined to assist.

Mr. J. A. Macdonald said that apart altogether from the merits of the question, he thought the matter too important to be dealt with in such a hurried and unpremeditated way. The amendment, he claimed, was out of order on the ground that it was not within the scope of the bill.

Mr. Bowser argued that the objection was not well taken, pointing out that the Speaker had ruled during the present session that once a bill was opened in the House any amendment which came within its four corners was in order.

Mr. Hall suggested that perhaps it would be possible, if Vancouver could get power to expropriate lands under this bill, Victoria might get power to expropriate the Indian reserve.

The Speaker being called in decided that the objection to the amendment was well taken, the matter being, in his judgment, altogether outside the bill before the House.

The amendment was accordingly rejected.

Mr. Macdonald then asked for delay in the consideration of the bill itself, pointing out that it proposed a practical revolution of the timber laws of the province, and had only been submitted to the House on the previous day.

Hon. Mr. Green could not see any occasion for delay. The bill was now before them in committee and its details were open there for full consideration and amendment if that was deemed expedient.

Mr. Macdonald claimed that an attempt was being made to force the legislation through at a couple of hours' notice at the dictation of a delegation from Revelstoke.

Hon. Mr. Green said he was putting the bill through because he believed it to be a good measure.

Mr. Macdonald wanted to know why, if the legislation was considered good, it was not adopted last session when the Land Act was consolidated. Last year the door was thrown open to speculators who were allowed to make as many locations as they chose; and now the government proposed to make their tenure absolute for sixteen years.

Mr. Bowser asked if the suggestion was that the government was standing in with speculators.

Mr. Macdonald replied that he suggested no more than his words implied. He contended that the principle of the bill was bad. The timber lands of the province should be made to yield their full value to the province, and this could not be done under the proposed system.

Mr. Bowser said that the members of the government party were willing to accept their full share of responsibility in connection with the bill. He wanted to know how it was that the leader of the opposition had remained silent when the principle of the bill was properly under discussion on second reading and allowed the bill to pass without division, reserving his remarks for committee, where he knew his vote would not be taken.

With respect to the intimation of government connivance with speculators in relation to the bill, Hon. Mr. Green reminded the opposition that the minds most susceptible to suspicion were those most inclined toward the sin they suggested. In other words, it was a case of evil be to him who evil thinks.

Mr. Paterson believed the bill was a good one. At least he approved of it in this respect. Under the old system a lease was granted for 21 years. In that lease the rental and royalty were fixed. That is they were not susceptible to change during the term of the lease. Any increase of royalty which the government might make under the license system would operate therefore to enhance the value of timber held by lease under the present bill the 21 year lease was done away with, and this he considered a wise measure.

Mr. Oliver suggested that in connection with this bill, as with others considered during the present session, it was apparent that speculators had been more thoroughly informed of its contents than were members of the House. Generally he objected that the government was unduly rushing the bill in view of its importance.

Mr. Wells took the ground that there should be some discrimination between licenses which were held for speculative purposes purely, and those under which lumbering operations were actually being carried on.

Mr. Garden offered an amendment providing that the price of a license west of the Cascades should be increased from $140 to $160 in cases where the timber held under license is not exploited. The idea of the amendment, he said, was to discourage speculation.

Mr. Bowser objected that the amendment was out of order on the ground that no motion dealing with revenues could emanate from a private member.

The objection was sustained and the amendment was ruled out.

Mr. J. A. Macdonald proposed to amend section 3 by making it compulsory instead of optional with the Chief Commissioner of Lands and Works, before granting any special license, to offer the limits of public competition.

The amendment was rejected.

Mr. Macdonald proposed that the privileges of the bill, with respect to renewals of licenses for sixteen years, should be confined to persons actually operating mills.

The amendment was rejected.

Mr. J. A. Macdonald moved to strike out section 83, which read as follows:

"There is reserved to and for the use of His Majesty, his heirs and successors, a royalty of five cents upon and in respect of each and every ton of merchantable coal, including all coal, dross or fine slack that may be converted into coke or made merchantable in any other form, and also a royalty of two and one-half cents per barrel, containing thirty-five imperial gallons, on all crude petroleum raised or gotten from any lands acquired under the provisions of this act, or under the provisions of the Coal Mines Act; provided, however, that no royalty shall be reserved on waste products which cannot be made merchantable by manufacture into coke or other product having a market value."

He argued that this would mean a double tax on coke, as that article was already subject to a tax.

Hon. Mr. Green said the idea was to tax coke made from slack coal, which paid no tax under present conditions.

Mr. Brown pointed out that the mines on Vancouver Island were not subject to a coal lands tax and were therefore in a different position from the mines at Fernie. He suggested that the matter be allowed to stand over for another year.

After some further discussion the Commissioner of Lands and Works agreed to withdraw the section.

The Supply Bill passed the committee stage; also the bill to amend the Counties Definition Act.

The Attorney-General moved the second reading of the bill to amend the Supreme Court Act. Last year he explained a measure was passed stipulating that appointees to judgeships shall have practiced ten years at the bar. Intimation had come from the Minister of Justice that this was ultra vires of the Provincial Legislature. The present bill, therefore, proposed to repeal this provision in the act of last year. The Attorney-General noted with extreme regret an inclination on the part of the present Department of Justice at Ottawa to disallow the acts of this province. The present bill was introduced because "they were really obliged to do it at the behest of their masters."

The motion passed.

On motion of the Attorney-General, the bill to amend the Coal Mines Regulation Act and the bill relating to employment of works carried on under franchises granted by the provincial parliament passed second reading. He explained that these bills provided for the exclusion of Mongolians from employment in mines under ground and on works chartered by the province. These acts previously passed by the Legislature had been disallowed by the Dominion authorities. The present bills simply proposed a re-enactment of these measures.

The bill respecting provincial land surveyors passed second reading. This bill relieves the government of responsibility in connection with the examination of surveyors and empowers the surveyors of the province to pass upon such matters themselves, incorporation being effected under the bill for this purpose.

The bill introduced on the previous night by the Premier respecting the Victoria Terminal Railway and the New Westminster Southern Railway passed second reading.

**Railway Proposals**

Hon. Mr. McBride rose to make an announcement with respect to proposals made to the government in regard to railway construction. He said that various propositions had been under consideration by the government and that after full and careful deliberation, in the interests of the province, the conclusion had been arrived at that it was not in their ability to submit, this session, a comprehensive scheme. Last year, before the House adjourned, he had spoken of holding a summer session, being at the time encouraged in the belief that he would be able to consummate a contract with a substantial corporation for the building of the Coast-Kootenay railway. After the close of the session he had attempted to carry on negotiations with that end in view, but failed to secure an agreement, which, from the government's point of view, would have led to the materialization of the project. Since that time he had not been neglectful in doing his utmost to secure a satisfactory contract for the construction of this line, but had been unable to obtain a guarantee that would amply protect the interests of the people, which was absolutely essential. There were other roads also considered, but the government had not been able to complete agreements which would justify them in submitting the proposals to the House.

In the past the Legislature had passed railway bills without number, but, as they all knew, not a mile of railway had resulted therefrom. He had given his word to the House that any legislation brought down by his government would mean actual construction. That was the position he had taken and that was the position he proposed to stand by. He proposed to submit no futile measures. Until he was in a position to bring down a scheme which would protect the people in every particular, and at the same time ensure adequate transportation, he did not propose to adopt what was commonly known as railway legislation.

It was unnecessary for him to point out, as the fact was apparent to all, that peculiar physical conditions obtained in this country; and that more than ordinary care must be exercised in regard to any proposal to aid railway construction. The government was not unconscious of these difficulties, nor were they unconscious of the desirability of bringing about the materialization of railway schemes. They proposed to do their best to secure from responsible people contracts and agreements which would mean actual construction, the interests of the people being at the same time safeguarded.

It was not until a few hours ago that these conclusions had been forced upon him, when every means in his power had been exhausted to secure for the country a comprehensive railway scheme. Having failed in this, it was his duty to make this frank statement to the House, and he hoped the House and the country would take the statement in the spirit in which it was made.

Mr. J. A. Macdonald was glad that the Premier had broken silence on this question. He thought it would be conceded by every member of the House that it was less definite and less satisfactory than the pronouncement made to the House a year ago. If the Premier meant that he would use every endeavor to bring about the construction of railways in the province, with no better prospect of results than his undertakings of the past, then he feared that the province of British Columbia would have to wait a long time before the present regime would materialize in anything of that kind.

The Premier had said that he would not consider or lay before the House any railway legislation unless he secured such a guarantee as satisfied him that immediate construction would result. The Premier had not taken the House into his confidence as to what proposals had been submitted. Had he done so he would have brought down the proposals which had been made to him by the different railway corporations with which he had had to deal, and asked the House to assist him in framing such legislation as would protect the people of the province. The railway companies could not enforce their views upon the legislature. But to come and say that he proposed to take the House into his confidence as he had from time to time; that he was considering railway legislation and guarantees, without satisfying the House what these guarantees were, or what form the aid should take, was not taking the House into his confidence at all.

Hon. Mr. McBride remarked that the leader of the opposition evidently forgot what responsible government meant. He (Mr. McBride) had taken a position for which he was responsible to the House and the country. There was absolutely no obligation on his part to give the particulars of the different schemes which the government had had before them. He had told the House frankly that at present he was not in a position to submit any proposals to the legislature. He moved that the House adjourn until Saturday at 2 o'clock.

As it has not been customary to meet on Saturday, explanations were asked by the leader of the opposition and Mr. Oliver.

The Premier said that in meeting on Saturday, in order to expedite the close of business they were only following a universal custom, and he thought in view of the natural desire of members to get away, their hearty assistance would be forthcoming.

The House rose.

# Minnesota On Homeward Voyage

## Left Yokohama on Wednesday for Puget Sound—Athenian Is Due.

## Steamer Oscar Loses Tailshaft and Propeller—Othello Brings Nitrate.

(From Saturday's Daily.)

Steamer Athenian, of the C. P. R. line is due from Hongkong, Shaghai, Kobe and Yokohama. She has a small quantity of freight for Victoria, but as usual will only land the mails and debark passengers on her inward trip, transshipping the local freight from Vancouver. Steamer Empress of Japan will sail for the Orient on Monday. She will have an average complement of passengers, but a full cargo. All the outbound Oriental liners are carrying bumper cargoes at present in anticipation of the increased war duties to be levied by the Japanese government at the beginning of July. In order to accommodate the rush of flour, cotton and other merchandise, some of the American lines have been obliged to charter extra steamers, the Ferndale, taken by the Portland and Asiatic people, being the latest. There are nine vessels, outside the regular liners, under charter to load at Tacoma.

The big Hill liner Minnesota sailed from Yokohama for Seattle—it is not anticipated that she will call at this port on her inward trip—according to a cablegram received by K. J. Burns, local agent of the big steamer. The Minnesota is bringing 159 first and second class passengers, but the message did not give any details regarding her freight cargo.

If the Minnesota has good weather, she should arrive April 20, and it is believed by the local office force that she has a good-sized cargo of freight. She took aboard a large consignment at Yokohama.

No mention of her steerage passengers is made in the message, but it is thought that she is bringing over the Filipinos who are to be on exhibition at the Lewis and Clark exposition. It is also probable that she has on board the crew of the Northwestern Steamship Co.'s steamer Tacoma, recently made a prize of Japanese cruisers. The officials of that company cabled their agent at Shanghai to send the men home on the first available steamer, and while they have not heard from the Orient concerning the matter, consider it probable that the crew may be on the Minnesota.

**BROUGHT NITRATE.**

**Bark Othello Reached Port Yesterday From Nitrate Ports via Honolulu.**

The British bark Othello, Captain Welsh, reached port yesterday 28 days out from Honolulu with 600 tons of nitrate for the Victoria Chemical Works. She was detained five days by easterly gales off Cape Flattery. Before leaving Honolulu, the Othello was held for a few days by the U. S. immigration officials because a Chilian, one of her crew, had gone to the hospital. The sailor was suffering from illness and went to the hospital. The authorities notified the captain, however, that the man must be taken on board again, as he might not be cured when the time came for the ship to leave and be left in the islands. The captain sought the man, but failed to find him. Finally twenty dollars paid to some officers resulted in the man being found and placed on board. He will go to the hospital here today.

Capt. Welsh, of the Othello, is an old friend of Capt. Bebbington, the local pilot, whom he has known for sixteen years. He was last at this port with the Gurzon. For twelve successive voyages he commanded the bark Hindostan, carrying lumber from Moodyville mills. He was in command on the vessel's last voyage, when she took fire and was lost. Fire had started under the donkey engine on deck, and had eaten its way into the cargo before being detected. For twelve days Capt. Welsh and his crew of 22 men were at sea in open boats after abandoning their vessel, suffering great privations, though they had provisions. Finally the boats reached one of the Southern Pacific islands, where the shipwrecked men were kindly treated by Kanakas living on the island.

**STRIKE ON SOUND.**

**'Longshoremen Reported to Be Endeavoring to Secure Sympathy Here.**

The 'longshoremen's strike continues on the Sound and it was reported that the Sound strikers intended to send a deputation to this city to endeavor to have the local workers strike in sympathy, but so far no action has been taken in this connection. The strikers refuse to work on vessels, contracted by McCabe & Hamilton, stevedores of Seattle, because the firm would not pay fifty cents an hour wages. The steamer Ocean Monarch, which has gone from Seattle to Tacoma, is now being boycotted at the latter port as a result of the strike. The Tacoma stevedores have offered the fifty cents an hour, but the strikers will not work the ship unless a fine of ten cents an hour for every man for the time occupied in loading the ship is paid because of the action at Seattle. Non-union men who replaced the strikers at Tacoma were set upon by union men and a fight ensued. The police were called, but little damage resulted other than the distribution of a few black eyes. The strikers claim the stevedores will have trouble with every ship contracted, as if she goes to another port the unions affiliated with them will strike. McCabe and Hamilton say they are not being seriously handicapped as a result of the strike.

**OSCAR LOSES SHAFT.**

**Victoria Freighter Lost Tail Shaft and Propeller—Towed to Tacoma.**

Captain Stromgren, owner of the steamer Oscar, has received news from Tacoma that his steamer Oscar has been picked up helpless because of the loss of her tail shaft and towed to Tacoma. The Oscar was bound from this city to Tacoma with freight from the chemical works; she had twenty-four drums of sulphuric acid on board. When rounding Brown's Point on her way to Tacoma, the tail shaft and propeller dropped from the vessel and she was left drifting helplessly. The steamer whistled distress signals and the tug A. R. Robinson put out to her assistance. She was towed to the Tacoma smelter her destination by the tug.

Captain Stromgren left for the Sound on the receipt of advices from Captain Paxton of the accident to his vessel to determine whether the necessary repairs are to be made at Tacoma or in Victoria.

**COMPETITIVE LINE.**

**Merchants Organize Company to Build Sternwheeler for Skeena.**

Though the Cunningham steamers will be laid off this season on the Skeena river, the steamer Mount Royal, now preparing to leave for the north to commence service, will have other opposition. A company has been formed at Vancouver, consisting of Messrs. McLennan and McFeely, Kelly and Douglas and Ironside, Rannie and Campbell, incorporated with a capital of $50,000. The company will build a stern-wheel steamer with a freight capacity of 200 tons.

**THE MINNESOTA.**

It is reported that the Hill liner Minnesota, now returning from Yokohama on her first trip across the Pacific, had considerable repairs made to her machinery after she arrived in Japan from Puget Sound, and it was further reported that only fifty tons of coal remained in her bunkers after she arrived at Yokohama from Seattle. On her next trip she will, however, have a superior grade of fuel, for instead of carrying the Seattle coal she will load bunker coal at Comox for her next trip. The Minnesota was the first vessel to enter the new dry dock built by the Mitsu Bishi firm at Nagasaki.

**THE DAY AT OTTAWA.**

**Mr. Roche Corrects Sir Wilfrid—The Vacant Portfolio.**

Ottawa, April 7.—(Special)—Mr. Roche, Marquette, in the House today convinced Sir Wilfrid Laurier of an inaccurate statement, when he said from 1896 to January, 1905, the government had not received any communication from the Manitoba government regarding the extension of the boundaries of the province. Mr. Roche read from the records that in April, 1901, he had presented such a petition from the Manitoba legislature.

Sir Wilfrid Laurier in reply said his statement had reference only to documents in possession of the privy council.

Mr. Borden asked for a statement of the government's conclusion as to filling the vacant portfolio of the interior.

Premier Laurier said the hon. gentleman might repeat his enquiries later. Mr. Borden retorted that Sir Wilfrid Laurier might answer the question—a daily one.

The Senate poposes to take another holiday from next Wednesday to May 3.

**A CHIMERICAL PLOT.**

**French Police Discover Quantity of Hidden Arms and Uniforms.**

Paris, April 7.—The investigation of the secret police has not yet determined whether the arms and uniforms recently seized in the suburbs of Paris were intended for a chimerical African expedition or a seditious movement against the government. Statements made by Deputy Rabier tend to show the existence of a plot. M. Rabier recently received letters warning him that a number of determined men were planning a surprise movement. He at first dismissed the letters, but he recently decided to submit them to Minister of the Interior Etienne, who turned them over to the police. One of the letters says a prominent general was at the head of the movement, which included a number of deputies and one former cabinet minister. According to this letter the neessary arms, uniforms and equipments were ready and recruitment was going on among the retired colonial troops. It is said that Premier Rouvier and other officials received similar letters. However the plot, if it actually existed, appears to have been nipped in the bud by the activity of the police.

# Earthquakes Kill Thousands

## Collapse of Barracks Kills Four Hundred of Goorkhas Regiment.

## Fears That the Death Roll Will Be Swelled Into the Thousands.

## Tremendous Force of the Shock Ruins Solid Stone Building of Cantonment.

CALCUTTA, April 7.—It now appears that four hundred members of the Seventh Goorkhas were killed at Dharmsala cantonment in the collapse of a stone barrack building in consequence of the recent earthquake. In addition twenty members of the first battalion and fifty members of the second battalion of the First Goorkhas were killed, while it is roughly calculated that from twenty to thirty per cent. of the native population of the surrounding country were killed.

In addition to the Europeans already reported killed at Dharmsala, seven children of Europeans are said to have perished.

Telegraph communication has not yet been restored and the anxiety of the public to learn the details of the terrible catastrophe in outlying districts is becoming intense, it being feared that news of further disasters will come from the places not yet heard from.

There is little doubt that when the complete extent of the disaster is known the death roll will reach into the thousands.

As an indication of the tremendous force of the shock, the exceptionally solid low court house at Dharmsala was destroyed. Refugees from Dharmsala have arrived at Lahore in a state of mental collapse and are unable to give any coherent story.

The disaster to the Goorkhas was due to the sudden collapse of the barracks. The men had only just reached the station and other troops ordered there fortunately had not arrived.

The road to Dharmsala, a mere trail, cut out on the mountain slope, has crumbled away and one of the bridges over the river has collapsed, hence the difficulty of returning.

**Two Hundred Were Rescued**

According to one report, about two hundred Goorkhas were extricated alive from the ruins of the barracks, but many were so terribly crushed that there is little hope that they can survive.

The greatest difficulty is experienced in securing news from Dharmsala. The telegraph staff at the station there was practically wiped out, and a temporary office has been opened thirteen miles from the town, but the facilities are most scant.

The Kangra valley is believed to have been devastated, and it is reported the town of Kangra was reduced to ruins, with great loss of life.

No confirmation of the report is obtainable as the telegraph station at Kangra is wrecked.

Kangra, known in ancient times as Nabarko, is a town in the Punjaub, 90 miles east, northeast of Amritsar Kangra was formerly the capital of Katoch, a state of considerable size. It is situated on both sides of a hill overlooking the Banganga torrent. The population of Kangra numbers about 5,500 souls, mostly Hindoos.

London, April 7.—A telegram received by the Church Missionary Society in London from Lahore, India, reports that three of the society's representatives at Kangra, the Rev. H. F. Rowland, Mrs. Dauple and Miss Lorder, were killed by the fall of the mission house there during the recent earthquake. All the other missionaries in the Punjab are believed to be safe. Miss Lorder was a member of the Berlin Ladies' Missionary Society and was lent to the Church Missionary Society for work in India.

**ARMY AND NAVY NOTES.**

**Marriage of Lieutenant Magill to Miss Drummond.**

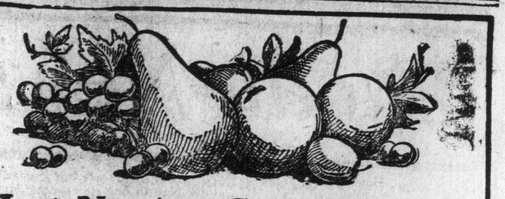
(From Our Own Correspondent.

London, March 25.—Major R. Hodgins, Royal Artillery, a well known Canadian officer, has been appointed chief ordnance officer on the West Coast of Africa. Major Hodgins joined the Royal Artillery in June, 1885, from the Royal Military College, Kingston, and attained his present rank 15 months ago.

On the 1st instant, at the Citadel barracks, Cairo, Lieutenant Cecil K. Magill, 2nd Battalion Royal Inniskilling Fusiliers, only son of the late Dr. Charles L. Magill, the representative of an old Tyrone family, was united to Miss Leonora Marguerita Drummond, only daughter of the late Mr. John S. Drummond, of Victoria, B. C. The bride was given away by Sir Hugh Similey, Bart., Drumaleg, County Antrim, and the best man was Captain S. G. Roe, of the Gallant Fusiliers. It may interest my lady readers to learn that the bridegroom is one of the finest looking officers in the army, standing some six feet in height and handsome to boot. I well remember the day his late father, "Charley" Magill, was wedded to Miss Kinley, a handsome American heiress. Mr. Magill served with the 2nd Inniskillings in the Boer war, for which he holds the medal with three clasps.

The new Japanese battleship Kashami was launched at Elswick the 22nd inst. The ship was named by Madam Arakaraway in presence of Viscount Hayashi. The Kashima measures 425 feet in length, 78 feet in beam, with a displacement of 16,400 tons. She will carry an armament of four 12 inch, four 10 inch, and twelve 6 inch breech-loading guns, and eighteen smaller guns, and a crew of 980 all told. She is the tenth ship built for Japan at Elswick, but of course she cannot be delivered during the present war. At the subsequent luncheon, Viscount Hayashi, Japanese minister, in responding to the toast of "The Japanese Empire," stated that with his country's success over Russia more than a dozen British-built battleship had had a good deal to do. He significantly added that if the Kashima did not take part in the present war, she would be needed for the purpose of "maintaining peace in the Far East."

My readers will learn with pleasure that Captain Colin R. Keppel, D. S. O., formerly flag captain of H. M. S. Grafton on the Pacific station, has been selected for the appointment of commodore of the Royal yachts—an appointment which the gallant officer is eminently qualified to fill. For over 200 years the Keppels have been prominently identified with the royal navy and the army—particularly the former—and in the present generation its representatives have shown the same spirit as that which animated the old sea dogs in the reigns of Queen Anne and the Georges. Before the Keppels came over with William in 1688, they were a fighting family of note and great antiquity. The first Earl of Albemarle was the lifelong friend of William, who showed his appreciation of his integrity by raising him to the peerage.

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Absolutely free from vegetable and mineral poisons—act as gently and naturally as pure fruit juices—and may be used daily without fear of ill-effects. For chronic Constipation, Torpid Liver, Stomach Troubles and all affections of the Kidneys and Skin—"Fruit-a-tives" are the ideal tonic laxative and corrective. At all druggists. 50 cents a box.

FRUITATIVES, Limited, OTTAWA.


# QUARTERLY MEETING OF FRUIT GROWERS

## Provincial Association Discuss Matters Affecting Provincial Industry.

(From Saturday's Daily.)

The regular quarterly general meeting of the British Columbia Fruit Growers' Association convened yesterday afternoon at 2:30 o'clock at the city hall, J. R. Anderson, deputy minister of agriculture, in the chair. As a meeting of the Victoria district branch was in progress at the same time, it was decided to adjourn until the evening.

At 8 p. m., accordingly, the provincial body opened its session with the president, J. R. Anderson, in the chair. There were also present R. M. Palmer, T. A. Bryden, W. C. Grant, J. A. Grant, M. Baker, F. Sear, H. Kipp, Maxwell Smith and W. J. Brandrith, the secretary.

The minutes of the last meeting having been read and adopted, a communication was read from the editor of the Canadian Horticulturist, asking that journal be made the official organ of the association. A motion was passed agreeing to this request.

The minister of agriculture at Ottawa wrote acknowledging the receipt of suggested amendments to the Fruit Marks Act, and various resolutions passed at the annual meeting. The letter was filed.

The following report from the executive was then read and adopted:

Victoria, B. C., April 7, 1905.

To the officers and members of the B. C. Fruit Growers' Association:

We, your executive committe, beg to report that in pursuance of the plan laid down two years ago, meetings have been held in Chilliwack, Jan. 31; Mission City, Feb. 1; Maitlwack, Feb. 2; Central Park, March 15; Langley, March 11; Chilliwack, March 18, and Nanaimo, April 6, for the purpose of (1) strengthening local associations where such existed, and (2) endeavoring to get the fruit growers in the other districts to organize for the purpose of first maintaining uniformity in prices; 2nd, to secure more uniform packing, and, 3rd, to co-operate with growers all over the province in an endeavor to improve the standard of our fruit. These meetings were well attended and we believe have been of much good by bringing before the growers the benefits to be derived from a system of co-operation.

We have again secured a quantity of chemically pure sulphate of copper for the use of our members.

Paper for wrapping fruit will also be supplied at cost as in the past.

Seeing that the Dominion exhibition is to be held in New Westminster this year, your committee would recommend that the exhibits to the Northwest and Manitoba be discontinued this season, and that the association do all in its power to make the Dominion exhibition a success.

Realizing, as we do, that no better advertisement of British Columbia can be had than a commercial display of fruit, your committee have offered a silver cup for the best commercial display.

The question of the arbitrary rate from the Island and Chilliwack has been brought up with the Dominion Express Co., so far with unsatisfactory results.

The addition of $250 to our annual appropriation from the provincial government places our association in a much better position than we have been in for the last three years.

W. J. BRANDRITH, Sec.

Some discussion took place on the expediency of adopting a score card, and it was decided to leave the matter in the hands of the local branch, so that a suggestion may be made to the provincial association for their guidance.

The meeting then adjourned.

**TO OBSERVE SOLAR ECLIPSE.**

**Expedition Will Go to Africa to Note Approaching Phenomena.**

Cambridge, Mass., April 7.—Professor William H. Pickering, director of the Harvard astronomical observatory, has decided to observe the sun on August 30 from northern Africa. He will use one of the smallest telescopes of the observatory, which will be set up on an eminence in Phillipville, Algeria. Prof. Pickering will devote particular attention to the many indentations on the sun's edge. The lenses and photographic apparatus of the observatory have been loaned to the Lick observatory of California, which will send out three expeditions to observe the eclipse, one to Labrador, one to Spain and the third to Egypt.

**SOLDIERS KILLED IN COLLISION.**

Harbin, April 7.—By a collision of military trains west of Harbin, eight soldiers were killed and 26 men wounded. The accident was due to the engine crew, who were worn out with excessive hours of continuous work, falling asleep and running past signals.

MINERAL ACT.

(Form F.)

Certificate of Improvements.

NOTICE—Cyrus, Conqueror and Daniel Mineral Claims, situate in the Victoria Mining Division of Dist[illegible]

Where located: Bugaboo Creek, Renfrew District.

TAKE NOTICE that I, John Bentley, Free Miner's Certificate No. B89393, acting for myself and as agent for J. W. McGregor, Free Miner's Certificate No. B89395; Thomas Parsell, Free Miner's Certificate No. B89322; Henry Cathcart, Free Miner's Certificate No. B89365, and Alfred Wood, Free Miner's Certificate No. B89290, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements for the purpose of obtaining a Crown Grant of each of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this tenth day of April, A. D. 1905.

JOHN BENTLEY.

MINERAL ACT.

(Form F.)

Certificate of Improvements.

NOTICE—David Mineral Claim, situate in the Victoria Mining Division of [illegible]

Where located: Bugaboo Creek, Renfrew District.

TAKE NOTICE that I, John Bentley, Free Miner's Certificate No. B89393, acting for myself and as agent for Harry T. Cole, Free Miner's Certificate No. B85284; Henry J. Warwick, Free Miner's Certificate No. B85369, Harry Maynard, Free Miner's Certificate No. B85283, and James Baker, Free Miner's Certificate No. B89508, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this tenth day of April, A.D. 1905.

JOHN BENTLEY.

**CATTLE RANCHE FOR SALE.**

The estate of the late Paul I. Gillie, deceased, situated at Nicola Lake, Yale District, B. C., containing some 1,700 acres, and with dwelling house, stable, sheeds and implements necessary for working the ranche; also some 220 cattle and 8 horses.

The property is situated on the Nicola coal field, about a quarter of a mile from Nicola Lake Post Office, and is one of the most beautiful locations in the country.

Tenders will be received by the undersigned for the ranche and cattle, together or separately, up till 1st May next.

Parties wishing for further information will be supplied with full particulars on application.

JAMES CHAPMAN,
JAMES D. GILLIE,
Executors.

February 1, 1905.

**NOTICE**

NOTICE is hereby given pursuant to the "Trustees and Executors Act" that all persons having any claims against the estate of Sir HENRY PERING PELLEW CREASE, late of Victoria, B. C., Kt. (who died on 27th February, 1905, and whose will and codicils were proved in the Supreme Court of British Columbia on 23rd instant, by the Hon. M. W. Tyrwhitt Drake and Lindley Crease, executors therein named), are hereby required to send the particulars of such claims duly verified to the undersigned on or before the 23rd June, 1905, after which date the said executors will proceed to distribute the assets of said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice.

Dated this 23rd March, 1905.

CREASE & CREASE.
Victoria, B. C.

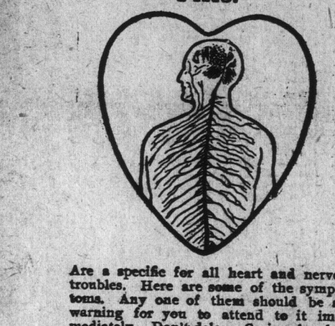
mr24

**ROUGHRIDERS' REUNION.**

**President Roosevelt Greets Comrades With Characteristic Speech.**

San Antonio, Texas, April 7.—At an address delivered at the annual reunion of the Rough Riders' regiment, which is being held here, President Roosevelt spoke in part as follows: "We must handle ourselves that no weak power which is behaving itself shall have cause to fear us, and no strong power of any kind shall be able to oppress us or wrong us. We all believe in the Monroe doctrine. I have a little difficulty in getting some of my friends to accept my interpretation of it, but they will in time, because that interpretation has come to stay. We are building the Panama canal. We have duties in connection with the great position we have taken. We cannot shirk these duties. We can do them well or do them ill, but do them we must. That is one reason why I want to see a good navy, and we have a good navy. In the old days in Texas, I believe, there used to be a proverb that while you would not generally want a gun at all, if you did want it you wanted it quick and you wanted it very bad. That is just the way I feel about the navy. I feel that if we have it, the chances are that we will not need it, but that if we do not have it we might need it very bad."


MILBURN'S Heart and Nerve Pills.



Are a specific for all heart and nerve troubles. Here are some of the symptoms. Any one of them should be a warning for you to attend to it immediately. Don't delay. Serious breakdown of the system may follow, if you do: Nervousness, Sleeplessness, Dizziness, Palpitation of the Heart, Shortness of Breath, Rush of Blood to the Head, Smothering and Sinking Spells, Faint and Weak Spells, Spasm or Pain through the Heart; Cold, Clammy Hands and Feet. There may be many minor symptoms of heart and nerve trouble, but these are the chief ones.

Milburn's Heart and Nerve Pills will dispel all these symptoms from the system.

Price 50 cents per box, or 3 for $1.25.

WEAK SPELLS CURED.

Mrs. L. Dorey, Hemford, N.S., writes us as follows:—"I was troubled with dizziness, weak spells and fluttering of the heart. I procured a box of Milburn's Heart and Nerve Pills, and they did me so much good that I got two more boxes, and after finishing them I was completely cured. I must say that I cannot recommend them too highly.

That's the personal question a woman asks herself when she reads of the cures of womanly diseases by the use of Dr. Pierce's Favorite Prescription.

Why shouldn't it cure her?

Is it a complicated case? Thousands of such cases have been cured by "Favorite Prescription." Is it a condition which local doctors have declared incurable? Among the hundreds of thousands of sick women cured by the use of Dr. Pierce's Favorite Prescription there are a great many who were pronounced incurable by local doctors. Wonders have been worked by "Favorite Prescription" in the cure of irregularity, weakening drains, inflammation, ulceration and female weakness. It always helps. It almost always cures.

"I commenced taking your medicine, 'Favorite Prescription,' nearly a year ago for chronic inflammation of women and can truly say it is the only thing that ever did me any good," writes Mrs. L. C. Wagner, of 125 Edwin Street, Toronto, Ontario, Canada. "I could not walk any distance before using it. After taking six bottles of your 'Favorite Prescription' I find I can walk without difficulty and am greatly benefited in general health. Would advise all suffering women to use Dr. Pierce's medicine."

These are the Original Little Sugar Coated Liver Pills, first put up over 40 years ago, by old Dr. R. V. Pierce. They've been much imitated but never equaled. Smallest, easiest to take and best. They're tiny, sugar-coated, anti-bilious granules, a compound of refined and concentrated vegetable extracts. Without disturbance or trouble, constipation, indigestion, bilious attacks, sick and bilious headaches, and all derangements of the liver, stomach, and bowels are prevented, relieved, and cured. Permanently cured, too. By their mild and natural action, these little Pellets gently lead the system into natural ways again. Their influence lasts.



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It is the fence that has stood the test of time—stands the heaviest strain—never sags—the standard the world over. In future Page Fences will be painted WHITE, which is an added protection against rust in addition to the galvanizing. Order through our local agent or direct from us.

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