

KALEN ISLAND LIBERALS.

The Times is not at all mystified over the fact that there was apparently no "craft" in the Kallen Island deal. It is quite apparent that there was "craft" in connection with the notorious transaction. We venture to say there is not the slightest doubt of that fact in the minds of any intelligent persons who have read authentic, not garbled or judiciously edited, reports of the evidence given before the committee of the legislature. But it is very clear that the "craft" was not quite so rich as was anticipated. The amended statement made by Mr. Bodwell with respect to the visit of Mr. Anderson to Montreal makes that fact obvious. If the Chief Commissioner of Lands and Works—that gentleman with the frank and open manner and with candor portrayed in his features and revealed in his statements, according to the eulogist of the Colonist—could be compelled to unlock the rich storehouse of his memory and to lay bare some of the things his oath of office compels him with reluctance to hold back, the public might gain some information that would open its eyes respecting the methods of politicians. What about those mysterious visits to Seattle and Portland, and even away East as far as Montreal, on which occasions railway magnates were met quite by accident, and conferred with, on matters of no public concern, of course?

And what about the Liberals, who, it is claimed, were partners with the government in this extraordinary Kallen Island transaction? Have they not all been strong and unwavering supporters of Messrs. McBride and Green ever since the day of that masterly coup by which the first Conservative government of British Columbia was formed?

The challenge of the Colonist that "they were all Liberals who dealt with the government" seems to call for some particular attention. The political predilections and affiliations of Mr. Bodwell and his relations with the present provincial administration need not be inquired into further at this time. They are well known to all who have given any attention to public affairs. But two other people whose personalities possess any interest to the people of British Columbia have appeared in the deal at all. Of some of the ministers those persons are known to have been, and doubtless still are, personal friends. We have the admission of the Chief Commissioner, made before the committee of the House, that the details of the Kallen Island transaction may have been discussed or considered in the residence of Mr. Anderson. That confession, it is freely admitted, does not necessarily imply that there was any illegitimate pressure brought to bear upon the minister to secure personal advantage at the expense of the public, but it does seem to indicate that the personal element was a more important factor in the extraordinary procedure for the conveyance of the Kallen Island land grant to the syndicate or the Grand Trunk Pacific Railway than political "pull." We say that from whatever aspect this extraordinary transaction can be presented by the government and its friends, it cannot but be condemned by all persons interested in the maintenance, not only of that which is honest and honorable, but of that which is seemly and of good report, in our public affairs. If the legislature of British Columbia can permit such things without expressing its condemnation, then of course the matter must be laid before a tribunal of larger jurisdiction than the legislature. If the people can be persuaded to shut their eyes to facts that are obvious to all who care to look, then we shall have grave fears for the political future of British Columbia.

THIS FAVORED ISLE.

The winter has been severe in the north and unprecedentedly cold in the south. Away down in Mexico, where they grow bananas and palms and all kinds of tropical fruits and flowers to perfection, the winter has been the coldest experienced for seventy years, we are told. A copy of the Mexican Herald, published in the City of Mexico, records the fact that twelve persons died of cold in the streets on one night. The thermometer in the usually sunny south has not fallen into the habit of dropping down in the neighborhood of zero without warning as it does in many parts of the Eastern United States and of Canada, so that the unfortunates were not actually frozen to death. They had been indulging not wisely but to excess, with the result that exposure followed by pulmonary congestion carried them off suddenly. The experience of the unfortunate Mexicans emphasizes the fact that there is but one region on this continent in which there is a reasonable guarantee against weather extremes. The Pacific Coast is a highly favored geographical point, Vancouver Island is the gem of the Pacific, and the southern portion of Vancouver Island, particularly that portion included within the zone of Victoria and environs, is the Paradise which calls to all sorts and conditions of men. People in search of really desirable places of residence are just beginning to find that out.

And to think that John Houston, M. P., was not considered a fit and proper person to sit in the council which advises His Honor the Lieutenant-Governor regarding measures affecting the welfare of British Columbia!

Mr. J. J. Hill has for a few years been a conspicuous figure in the railway world. Mr. Hill is as big in his ideas as he has been distinguished in his methods of applying them in his business. He takes such a unique view of competition that his ideas are worthy of wide publication. He says he will welcome other lines within the territory of the Great Northern, because "for one ton of freight he may lose he will gain five of short haulage through the development of business in local centres." The short haul traffic—while in bulk a secondary consideration on the long lines—is a heavy producer of revenue, because it pays better rates per mile. He feels that his road can take the lowest grade of traffic out of the new countries at a profit, and will get its share of traffic into all centres, new and old, no matter what may be done.

It has not yet been explained why the McBride government could not have gone directly and openly to the representatives of the Grand Trunk Pacific Railway and negotiated for the transfer of a townsite for terminal purposes. The frankness of the Chief Commissioner, which has so wonderfully excited the admiration of his friends, might be exercised to advantage in this matter. It must be admitted that the excuses put forward for the dealings with the favored syndicate are far from satisfactory. A moment of real frankness with respect to this matter would be far more convincing than hours of reasoning designed to excuse the course of the administration. The plea that the movement was due to a desire to head off and throw from the track prying speculators will hardly do.

We hope the member for Fernie will not feel that a reflection has been cast upon his capacity by the appointment of the Deputy Attorney-General as advisor to the Kallen Island Legislative Committee. Mr. Ross has done his best to bring out points in proof of the fact that the land deal was conceived and carried out in the best interests of British Columbia, but if he has failed in convincing the majority of the committee—providing the majority of the committee is open to conviction—it may not be because of lack of ability, but by reason of the weakness, if not the hopelessness, of the cause he advocates.

ENORMOUS GROWTH
IN CANADIAN TRADE

Increase of Over Forty-Four Million Dollars Compared With Seven Months Last Year.

Ottawa, Feb. 15.—The aggregate trade of Canada for the seven months ending January was \$44,261,143 greater than for the same time last year. An idea of the enormous growth of the trade of the Dominion during the past few years may be formed when it is pointed out that the seven months show a greater volume of business by over sixty-six million dollars than the whole year of 1897 when the British preference was adopted.

The imports, dutiable and free, for the seven months were \$156,259,408, compared with \$140,454,425, an increase of \$15,774,973 over the previous year. The exports were \$150,834,433, compared with \$125,230,493, being an increase of \$25,603,940. In regards to exports there was an increase in every branch of trade. The output of the mines shows an increase of over half a million, the fisheries over three and a half million, the forests one and a half million, animals and other products four and a half millions, manufactures one and three-quarter millions, while agriculture heads the list with a little short of fourteen millions. The total aggregate trade for the seven months was \$323,616,803, as against \$273,355,660, showing, as already stated, an increase of over forty-four millions.

"VALENTINE" WEDDING.

Mr. Lawford Richardson and Miss Hanington United in Matrimony at Cathedral.

(From Thursday's Daily.)

A "Valentine" wedding took place last evening at Christ Church cathedral, the contracting parties being Mr. Lawford Richardson, manager of the Ladners branch of the Royal Bank of Canada, and son of the late Captain Richardson, who for many years held a responsible position in the provincial mines department, and Miss Hanington, a niece of Dr. Hanington. The services were fully choral and were presided over by His Lordship Bishop Perrin, Canon Beanlands and Rev. C. Hilton, of Ladners. B. C. During the ceremony, which was conducted by Canon Beanlands, the bride and groom stood beneath an arch of beautiful lilies, the whiteness of which was strikingly accentuated by an artistically arranged background of green foliage. Miss Abbott acted as bridesmaid and Mr. J. Musgrave supported the groom. There were a large number of guests present, among whom were noticed many of the most prominent members of the Victoria community. A pleasant gathering afterwards held at the residence of Mr. and Mrs. George Gillespie, when Mr. and Mrs. Richardson received their many friends and acquaintances, and appropriately acknowledged the congratulations showered upon them. The wedding supper was partaken of by a large number, and proved a fitting conclusion to a very charming affair. Almost everything was served in the form of the heart, generally recognized as the symbol of Valentine Day.

The happy couple left for the Mainland by the steamer Princess Victoria last evening, and after a short journey in that city, will take up their residence in Ladners.

PROCEEDINGS OF
THE LEGISLATUREANOTHER DEFEAT FOR
M'BRIDE GOVERNMENTOpposition Carry an Amendment to the
Railway Bill in Spite of
Ministers.

Victoria, Feb. 12th, 1906.

To-day was a light one in the legislature. In the absence of Premier McBride, under the sad circumstances which took him from the city, the opposition refrained from pressing for business which would call for a party feeling. In consequence the business was confined to non-contentious legislation, and an early adjournment was taken.

Prayers were read by Rev. W. Leslie Clay.

Premier's Bereavement.

J. A. Macdonald took occasion on behalf of himself and those on his side of the House to express sympathy for the Premier in his sad bereavement. He said every member on the opposition side felt keenly for the Premier. He further added that anything of a party character which might arise during the absence of the Hon. Mr. McBride would willingly be passed over.

Hon. R. G. Tatlow, speaking for the government, expressed appreciation of the action of the opposition, and said that all members would sympathize with the Premier at this time.

The College Bill.

The bill to incorporate the Royal Institution for the Advancement of Learning of British Columbia, which appeared on the order paper for report, was allowed to stand over at the request of Hon. F. J. Fulton, who said that a deputation from Vancouver might arrive this evening with suggestions to make.

Registration of Titles.

The bill relating to the transfer of lands and to provide for the registration of titles to land was again considered in committee.

Some sections left over from the previous day were considered.

The committee rose and reported the bill complete with amendment.

Statutes and Journal Act.

The bill to amend the Statutes and Journal Act was committed, with Price Ellison in the chair.

Stuart Henderson objected to the revised statutes being put at \$15.

F. J. Fulton thought it would be unfair to those who had purchased at \$15 to lower the price.

J. R. Brown thought the price should be reduced. The value of the 1897 consolidated statutes was not now equal to what it was some years ago.

Mr. Henderson pointed out that Ontario charges only \$5 for the statutes. Of course they were not got out in as good form as in this province.

The committee rose and reported the bill complete with amendment.

Private Bills.

The House went into committee on the bill to incorporate the Bella Coola & Fraser Lake Railway Company, with Price Ellison in the chair.

T. W. Paterson objected to the following section: "2. The provisions of the Companies Clauses Consolidation Act, 1897, shall apply to the company and to the undertaking authorized by this act, or as any of such provisions are repugnant to or inconsistent with the provisions of this act, or the 'British Columbia Railway Act,' as incorporated into this act, in which case the provisions of this act or of the said Railway Act as so incorporated herein, as the case may be, shall, to the extent of such repugnancy or inconsistency govern."

Mr. Paterson said that when the Railway Act was passed it was understood that the object was to reduce the railway legislation to something like uniformity. Companies came to the House seeking all kinds of powers under a railway incorporation. He moved that the section be struck out.

The motion was carried.

The committee rose and reported the bill complete with amendment.

On the second reading of the bill to incorporate the Kamloops & Yellowhead Pass Railway Company, J. F. Garden said that the road would open up a very desirable tract of country.

The bill passed its second reading. Mr. Brown moved the second reading of two railway incorporation acts, the St. Mary's Valley Railway Company and the St. Mary's & Cherry Creek Railway Company. The first named went through a rich section of the country. The latter, Mr. Brown said, was a line 18 miles long, much of which had already been built. This was a lumber railway.

Both bills passed their second reading.

On motion of Price Ellison the bill to incorporate the B. C. Central Railway Company passed its second reading.

The bill to incorporate the Canadian Plate Glass Insurance Company passed its second reading on motion of W. G. Cameron.

On motion of Mr. Garden the bill relating to the Union Steamship Company of British Columbia passed its second reading.

The bill to incorporate the B. C. Northern & Mackenzie Valley Railway Company passed its second reading on motion of J. N. Evans.

On motion of W. R. Ross the bill to incorporate the Southeast Kootenay Railway Company was read a second time.

The House then adjourned.

Notices of Motion.

On Wednesday next Price Ellison to ask leave to introduce a bill intituled

"An act for the extermination of wild horses."

On Wednesday next Hon. C. Wilson to ask leave to introduce a bill intituled "An act to amend the Provincial Elections Act," and a bill intituled "An act to amend the County Courts Act."

Questions.

John Oliver on Wednesday next will ask the minister of finance:

What are the details of expenditure of \$1515, under the head of transport, set opposite the name of J. P. Babcock, as per public accounts, page 198?

J. N. Evans on Thursday next will ask the premier:

1. How many (if any) crown grants issued under authority of chap. 54, 1903-04, have been registered as an indefeasible fee?

2. How many (if any) of said crown grants have been registered as an absolute fee?

Mr. Evans on Thursday next will ask the chief commissioner of lands and works:

1. Why was the Cowichan river bridge, on Indian reserve near Duncan, not rebuilt last summer during low water in river?

2. Why were the tenders called for last fall afterwards withdrawn?

3. Is it the intention of the government to deal with the immediate construction of said bridge?

Mr. Oliver on Friday next will ask the premier:

1. Did Mr. J. P. Babcock accompany a deputation of salmon canners to Ottawa to interview the minister of marine and fisheries in respect to salmon fishing?

2. If so, did Mr. Babcock receive the consent of the government to proceed to Alaska?

3. Who paid Mr. Babcock's expenses on this trip?

Victoria, Feb. 12th, 1906.

The legislature to-day was occupied nearly all afternoon with the consideration in committee of various private bills, largely those relating to the incorporation of railway companies.

Another feature of the afternoon was the introduction of an amendment by the School Act, which proposes to deal with the number of children with reference to rural school districts.

In view of the fact that C. W. Munro had been called away in consequence of the illness of his mother, T. W. Paterson was appointed a member of the committee to inquire into the Kallen Island land grant.

Prayers were read by Rev. W. Leslie Clay.

Petitions.

A petition was presented by J. N. Evans from Mount Skeet, praying for the passage of the bill for an eight-hour day among employees in and about smelters.

Another petition was presented by W. Manson from the V. W. & Y. Company with reference to the bill introduced to deal with the False Creek foreshore. The petition was as follows:

Whereas in the session of 1903-1904 an act was passed known as the False Creek Foreshore Act, 1904; and whereas the said act has not been amended:

And whereas the said act deals with the rights of littoral or riparian owners of lands adjoining the waters of False Creek;

And whereas your petitioners are the owners of almost all the foreshore lands adjoining the waters of False Creek, and who are desirous of the said bridge and on the south side of False Creek;

And whereas your petitioners' property and business will be seriously affected if the said bill becomes law, your petitioners therefore humbly pray that they may be heard in opposition to the preamble of the said bill.

The petition was referred to the private bills committee to assist it in connection with the bill.

Bills Advanced.

Hon. F. J. Fulton introduced a bill to amend the Public School Act, which was read a first time.

The report to the bill to amend the Statutes and Journals Act was adopted.

The report of the bill to incorporate the B. C. Northern & Mackenzie Valley Railway Company was committed, with J. R. Brown in the chair.

The attorney-general objected to the following section which was allowed to stand over until A. H. B. Macgowan, the member in charge of the bill, should be present:

"The provisions of the 'Companies Clauses Act, 1897,' shall apply to the company and to the undertaking authorized hereby, save so far as they are expressly varied or excepted by this act, or as any of such provisions are repugnant or inconsistent with the provisions of this act, or the 'British Columbia Railway Act,' as incorporated into this act, in which case the provisions of this act or of the said Railway Act as so incorporated herein, as the case may be, shall, to the extent of such repugnancy or inconsistency govern."

The committee rose and reported progress.

The bill to incorporate the Kamloops & Yellowhead Pass Railway Company was committed, with W. J. Bowser in the chair.

The committee rose and reported progress.

The bill to incorporate the B. C. Central Railway Company was committed, with W. G. Cameron in the chair.

T. W. Paterson objected to part of section 15, which read as follows:

"The company shall have power to construct, operate and maintain all necessary bridges, roads, ways and ferries, and to build, acquire and maintain wharves and docks in connection with its line of railway and to acquire, own, equip and maintain steam and other vessels and boats and to operate the same on any inland waters and may build, equip, operate and maintain telegraph and telephone lines in connection with its line of railway and branches, and to transmit messages for commercial purposes and to charge tolls therefor, and to generate electricity for the supply of light."

The committee rose and reported progress.

The bill to incorporate the B. C. Northern & Mackenzie Valley Railway Company was committed, with J. N. Evans in the chair.

The bill to incorporate the Southeast Kootenay Railway Company was committed, with J. N. Evans in the chair.

The bill to incorporate the Bella Coola & Fraser Lake Railway Company was committed, with J. N. Evans in the chair.

The bill to incorporate the Canadian Plate Glass Insurance Company was committed, with J. N. Evans in the chair.

The bill to incorporate the Union Steamship Company of British Columbia was committed, with J. N. Evans in the chair.

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The bill to incorporate the B. C. Northern & Mackenzie Valley Railway Company was committed, with J. N. Evans in the chair.

which belonged to a power company incorporated under the Water Clauses Act.

The attorney-general agreed with this.

Mr. Paterson thought that the railway act should be amended so as to permit of railway companies generating electricity for their own use.

Mr. Paterson agreed with this. He said that in the railway committee it was agreed that this was to apply only to power for their own use.

The section was accordingly amended by striking out all the words after the phrase for the purposes of the company near the end of the section.

Mr. Paterson then took exception to the following section:

"21. The company shall, within six months after the coming into force of this act, deposit with the minister of finance and agriculture, the sum of five thousand dollars, either in cash or securities approved by said minister, as security that the company will expend not less than ten thousand dollars in surveys or construction of the railway hereinafter authorized to be built, before the first day of December, 1903, and in default of such expenditure the aforesaid deposit of money or securities shall be forfeited to and become the property of the government; and should such security not be deposited as aforesaid, or should such expenditure not be made within such time, all the rights and privileges conferred by this act shall be null and void."

He wanted to know of the finance minister if this section which was in the bill introduced by the General Railway Act, had resulted in the receiving of a single dollar to the treasury of the province. The section was not acted upon and he could therefore see no reason for having it in. If it were left in it should be lived up to.

The attorney-general proposed that Mr. Paterson should proceed to amend the Railway Act in the line suggested.

The bill to incorporate the Canadian Plate Glass Company was committed, with Price Ellison in the chair.

The committee rose and reported the bill complete.

The bill relating to the Union Steamship Company of British Columbia was committed, with W. Manson in the chair.

The bill was reported complete.

The bill respecting the B. C. Northern & Mackenzie Valley Railway Company was committed, with Geo. E. Fraser in the chair.

The committee rose and reported progress.

The bill to revise, ratify and confirm the Cowichan, Alberni & Fort Rupert Company Act was committed, with R. Hall in the chair.

The committee rose and reported the bill complete.

The bill to incorporate the Southeast Kootenay Railway Company was committed, with Dr. Young in the chair.

Mr. Paterson objected to the following section:

"The company may within the district of Southeast Kootenay acquire by purchase coal and oil lands, or interests therein, and sell or otherwise dispose of the same."

He said that the granting of this privilege to deal in coal practically gave the railway company control of the coal business for a belt on each side of the line.

W. R. Ross thought that the section should be struck out. The company might form a subsidiary company to handle the mining end of the business. That being the fact, the legislature might just as well give the privilege to the company to do it untrammelled.

Mr. Ross pointed out that the Dominion parliament in granting incorporation to railway companies gave extensive privileges to these bodies.

Mr. Paterson and Mr. Carter Cotton alluded to the fact that these privileges were all related to the work of the railway.

Mr. Paterson further pointed out that if the right to enter into the coal mining and oil production business be granted it would result in the company being able to force the other holders of coal lands adjacent to the line of railway to sell out to the company at railway price.

Price Ellison said that this section was discussed in the railway committee. It was felt by the majority of those composing the committee that the section might be allowed to stand.

The committee rose and reported progress.

Victoria, Feb. 14th, 1906.

To-day the government was again defeated in committee on a railway bill which Stuart Henderson sought to amend, and which was stubbornly fought by the members of the government. An appeal to the committee resulted in a vote of 17 to 15, with T. W. Paterson on the opposition side not voting, being chairman of the committee. Arch. McDonald and John Houston both voted with the opposition on this particular bill. The frequent defeat of the government in committee shows that the ministry has no very strong grip upon its followers, and that the confidence reposed in the members of the administration is not of the strongest character. Since the opening of the present session the House has shown itself ready to endorse the stand taken by the opposition in preference to that of the government members. Party ties alone prolongs the life of Premier McBride's administration, and not faith on the part of the Conservative members of the House in their ability to handle the affairs of the country.

The day was largely devoted to railway bills, most of those on the order paper being advanced a stage.

Prayers were read by Rev. W. Leslie Clay.

Petitions.

A petition was presented by W. Davidson and another by Geo. A. Fraser urging that the bill for an eight-hour day in smelters should be passed.

W. Manson presented two petitions from Vancouver, one from the Vancouver Gas Company against the proposed amendment to the Vancouver City Act relative to compelling information to be given to the assessor. The other was from residents of Vancouver with reference to the foreshore act in Vancouver.

The petitions, together with the one presented by J. N. Evans the day previous, urging that the bill for an eight-hour day in smelters, were received.

New Bill.

Price Ellison introduced a bill for

"An act to amend the Provincial Elections Act," and a bill intituled "An act to amend the County Courts Act."

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