And what about the Liberals, who, it is claimed, were partners with the government in this extraordinary Kaien 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

The challenge of the Colonist that the government" seems to call for best to bring out points in proof of some particular attention. The poli- the fact that the land deal was contical predilections and affiliations of ceived and carried out in the best in-Mr. Bodwell and his relations with the present provincial administration need has failed in convincing the majority not be inquired into further at this of the committee-providing the matime. They are well known to all who jority of the committee is open to have given any attention to public affairs. But two other people whose lack of ability, but by reason of the personalities possess any interest to weakness, if not the hopelessness, of the people of British Columbia have the cause he advocates. appeared in the deal at all. Of some of the ministers those persons are ENORMOUS GROWTH known to have been, and doubtless still are, personal friends. We have the admission of the Chief Commis sioner; made before the committee of Kaien 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 Kajen Island land grant to the syn- ed out that the seven months show traordinary transaction can be pre- was adopted. sented by the government and its The imports, dutiable and free, for all persons interested in the maintenpared with \$140,484,425, an increase of Act, 1897, shall apply to the company ance, not only of that which is honest \$15,774,978 over the previous year. The and to the undertaking authorized and honorable, but of that which is exports were \$150,834,433, compared hereby, save so far as they are ex seemly and of good report, in our pub- with \$125,230,493, being an increase of pressly varied or excepted by this act, lic affairs. If the legislature of British \$25,603,940. In regards to exports there or as any of such provisions are re-Columbia can permit such things with- was an increase in every branch of pugnant to or inconsistent with the out expressing its condemnation, then of course the matter must be laid bean increase of over half a million, the
fisheries over three and a half miled into this act, in which case the profore a tribunal of larger jurisdiction lions, the forests one and a half milthan the legislature. If the people can lion animals and other products four way Act as so incorporated herein, as be persuaded to shut their eyes to and a half millions, manufactures one facts that are obvious to all who care and three-quarter millions, while agrito 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 the groom. There were a large numthis continent in which there is a rea- ber of guests present, among whom sonable 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 cluded within the zone of Victoria and environs, is the Paradise which calls showered upon them. People in search of really desirable

And to think that John Houston, M. symbol of Valentine Day, P. P., was not considered a fit and per person to sit in the council the welfare of British Columbia!

Mr. J. J. Hill has for a few years een a conspicuous figure in the railway world. Mr. Hill is as big in his ideas as he has been distinguished in ently no "graft" in the Kaien Island 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 ANOTHER DEFEAT FOR territory of the Great Northern, because "for one ton of freight he may lose he will gain five of short haulage tic, not garbled or judiciously edited, through the development of business reports of the evidence given before in local centres." The short haul the committee of the legislature. But traffic-while in bulk a secondary conit is very clear that the "graft" was sideration on the long lines-is a not quite so rich as was anticipated. heavy producer of revenue, because it The amended statement made by Mr. pays better rates per mile. He feels Fodwell with respect to the visit of that his road can take the lowest grade Mr. Anderson to Montreal makes that traffic out of the new countries at a profit, and will get its share of traffic sioner of Lands and Works-that gen- into all centres, new and old, no mat-

> 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 Kaien Island Legislative "they were all Liberals who dealt with Committee. Mr. Ross has done his terests of British Columbia, but if he conviction-it may not be because of

IN CANADIAN TRADE

the House, that the details of the locrease of Over Forty-Four Million Dollars Compared With Seven Months Last Year.

Ottawa, Feb. 15.—The aggregate trade upon the minister to secure personal of Canada for the seven months endadvantages at the expense of the pub- ing January was \$44,261,143 greater than lic, but it does seem to indicate that for the same time last year. An idea the personal element was a more im- of the enormous growth of the trade of portant factor in the extraordinary the Dominion during the past few procedure for the conveyance of the years may be formed when it is pointdicate or the Grand. Trunk Pacific greater volume of business by over Railway than political "pull." We sixty-six million dollars than the whole say that from whatever aspect this ex- year of 1897 when the British preference

nned by the seven months were \$156,259,403, comculture heads the list with a little govern." short of fourteen millions. The total aggregate trade for the seven months was \$323,616,803, as against \$279,355,660, 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 artistic ally arranged back ground of green foliage. Miss Abbott acted as bridesmaid and Mr. J. Musgrave supported were noticed many of the most prominent members of Victoria society.

A pleasant gathering was afterwards held at the residence of Mr. and Mrs. George Gillespie, when Mr. and Mrs. Richardson received their many friends Island, particularly that portion in- and acquaintances, and appropriately acknowledged the congratulations The wedding to all sorts and conditions of men. supper was partaken of by a large number, and proved a fitting conclu places of residence are just beginning | sion to a very charming affair. Almost everything was served in the form of the heart, generally recognized as the

The happy couple left for the Mainland by the steamer Princess Victoria which advises His Honor the Lieut.- last evening, and, after a short so-Governor regarding measures affecting journ in that city, will take up their residence in Ladners.

M'BRIDE GOVERNMENT

Opposition 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 Mc-Bride, 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

Prayers were read by Rev. W. Les-

Premier's Bereavement. A. Macdonald took occasion on be half of himself and those on his side of the House in expressing 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

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 ands and to provide for the registraion 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 Statutes and Journal Act. The bill to amend the Statutes and

Journal Act was committeed, with Price Ellison in the chair. Stuart Henderson objected to the f the revised statutes being put

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 On tario charged only \$6 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 without amendment. Private Bills.

The House went into committee the bill to incorporate the Bella Cocia & Freger Lake Railway Company, with S. Henderson in the chair.

T. W. Paterson objected to the fellowing section: "2. The provisions of trade. The output of the mines shows provisions of this act, or the 'British visions of this act or of the said Railthe case may be shall, to the extent of such repugnancy or inconsistency

Mr. Patterson 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 noved 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 ncorporate 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

was a lumber railway. Both bills passed their second read-On motion of Price Ellison the bill

which had already been built. This

to incorporate the B. C. Central Railway Company passed its second read-The bill to incorporate the Canadian Plate Glass Insurance Company pass-

ed 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 the motion of W. Manson. The bill to revise, ratify and confirm

the Cowichan, Alberni & Fort Rupert 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

The House then adjourned. Notices of Motion.

On Wednesday next Price Ellison to

An act for the extermination of wild On Wednesday next Hon. C. Wilson ask leave to introduce a bill intituled "An act to amend the 'Provincial Elections Act," and a bill intituled

Questions.

John Oliver on Wednesday next will ask the minister of finance:
What are the details of expenditure of \$916.15, under the head of transport set opposite the name of J. P. Babcock public accounts, page B93? 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 govern ment to proceed with the immediate construction of said bridge? Mr. Oliver on Friday next will ask the premier:

1. Did Mr. J. P. Babcock accomwpany deputation of salmon canners to Ottawa to interview the minister marine and fisheries in respect to salnon fishing? 2. If so, did Mr. Babcock receive the

onsent of the government to proceed to Ottawa? 3. Who paid Mr. Babcock's expenses

on this trip? Victoria Feb. 13th, 1906. The legislature to-day was occupied early 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 amending bill to the School Act, which proposes number of changes in the act 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 Kaien Island land grant.

Prayers were read by Rev. W. Leslie Petitions.

A petition was presented by J. N. Evans from Mount Sicker, praying for the passage of the bill for an eighthour day among employees in and bout 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 foll-

Whereas in the session of 1903-1904 an act was passed known as the False Creek Foreshore Act. 1904: and whereas the corporation of Vancouver have petitioned this House for an amendment of the said act:

And whereas the said act deals nter alia with the extinguishment of the rights of littoral or riparian owners of lands adjoining the waters of False

And whereas your petitioners are the owners of almost all the foreshore lands adjoining the waters of False Creek and which lie east of the said bridge and on the south side of False And whereas your petitioners' pro-

erty and business will be seriously ffected if the said bill becomes law Your petitioners therefore humbly ray that they may be heard in opposition to the preamble of the said bill. The netition was referred to the priate bills committee to assist it in connection with the bill.

Bills Advanced.

Hon. F. J. Fulton introduced a bill amend the Public School Act, which was read a first time The report to the bill to amend the Statutes and Journals Act was adopt-

The report of the bill to incorporate the B. C. Northern & Alaskan Railway Company was adonted The bill to incorporate the Southern Okanagan Railway Company was committed, with J. R. Brown in the chair. The attorney-general objected to the ollowing sub-section, which was allewed 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 said 'British Columbia Railway Act.' as incorporated into this act, in which of the committee investigating Kaien case the provisions of this act or the said Railway Act as sa incorporated

extent of such repugnancy or inconsistency govern." The committee rose and reported Munro.

The bill to incorporate the Kam-Company was committed, with W. J. Rowser in the chair. The committee rose and reported pro-

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: "15. The company shall have power

to construct, operate and maintain all ecessary bridges, roads, ways and ferries, and to build, acquire, own and maintain wharves and docks in con-nection with its line of railway and to cquire, 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 ines 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, heat and power for the purposes of the company, and shall have all the powers granted or which may be granted to companies under Parts IV. and V. 'Water Clauses Consolidation

Act. Mr. Paterson did not propose to give

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

The attorney-general agreed with Mr. Paterson thought that the rail-'An act to amend the 'County Courts | way act should be amended so as to permit of railway companies generat-

ing electricity for their own line Price Ellison agreed with this. He said that in the railway committee it was agreed that this was to apply only to power for their own line.

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 menths 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 herein authorized to be built, before the 1st day of December, 1908, and in default of such expenditure the afore said 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, al the rights and privileges conferred by this act shall be null and void."

He wanted to know of the finance inister if this section, which was in compliance with 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 eason in 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 suggest-The bill to incorporate the Canadian

Plate Glass Company was committed, with Price Ellison in the chair. The committee rose and reported the The bill relating to the Union Steamship Company of British Columbia was

committed, with W. Manson in the The bill was reported complete. The bill respecting the B. C. Nor-thern & Mackenzie Valley Railway Company was committed, with Geo. E.

Fraser in the chair. The committee rose and reported 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 com-

mitted, with Dr. Young in the chair. Mr. Paterson objected to the follow ing section: "23. 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 leal in coal practically gave the railway company control of the coal business for a belt on each side of the line. R. Ross thought that the section

should be allowed to stand. The company might form a subsidary 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 under this act. Mr. Ross pointed out that the Dominion parliament in and works: granting incorporation to railway companies gave extensive privileges to ated for Greenwood riding for the year

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

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 heing able to force the other holders of coal lands adjacent to the line of railway to sell out to the company at its own 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 company seeking to acquire the right to build the railway held large blocks of coal lands in the district The power to deal in these constituted one of the purposes for incorporation. If it resulted in the building of the railway the province would reap great benefit. If it did not result in the road being constructed no harm

The section passed. The bill was reported complete.

Vacancy on Committee.

Hon. R. G. Tatlow called attention to the fact that one of the members Island land grant had been called to leave the city. He therefore suggestherein, as the case may be, shall, to the ed that the leader of the opposition name another member from his side of the House to take the place of C. W.

J. A. Macdonald said he had been contemplating moving in that direccops and Yellowhead Pass Railway tion, and proposed that the standing rules be suspended in order to move that T. W. Paterson be named on the committee. This motion carried and Mr. Paterson was appointed. The House adjourned until to-mor

Notices of Motion.

By John Oliver to move, upon consideration of the report on the bill intituled "An act to incorporate the Royal Institution for the Advancement

of Learning of British Columbia," to

add the following new sections: "Nothing contained in this act shall deemed to confer upon 'The Royal Institution' any prior or exclusive

Liquor and Tobacco Habits A. McTAGGART, M. D., C. M.,

75 Yonge St., Toronto, Canada, References as to Dr. McTaggart's professional standing and personal integrity permitted by:

Sir W. R. Meredith, Chief Justice Hon. G. W. Ross, ex-Premier of Ontario.
Rev. John Potts, D. D.. Victoria College.
Dr. McTaggart's vegetable remedies for
the liquor and tobacco habits are healthful,
safe, inexpensive home treatments. No
hypodermic injections, no publicity, no loss
of time from business, and a certainty of
cure. ask leave to introduce a bill intituled to a railway company all the powers | Consultation or correspondence invited.

Detroit, Mich.

The New Method Treatment of Drs.

eased men to robust manhood. No

K. & K. has restored thousands of weak,

matter how many doctors have failed to

cure you, give our treatment a fair trial

and you will never regret it. We guar-

antee all cases we accept for treatment. Not a dollar need be paid unless cured

for you can pay after you are cured. Drs. K. & K. established 25 years.

ity, Stricture, Blood Diseases, Kidney

Bladder and Urinary Diseases. If un-

able to call, write for Question Blank for Home Treatment. Consultation Free.

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PAID UNLESS CURED.

We treat Varicocele, Nervous Debil-

Belding's Silks are the

toughest, strongest, smoothest

silks for hand, machine and embroidery work.

40 years. Undoubtedly the best.

Belding's Spool Silks

have been favorites with tailors and dressmakers for

Sold by all Dealers.

RESTORED 19 MANHOOD

"9. The agreements referred to in the receeding section shall be for the term of one year only, but may be renewed from time to time." By J. F. Garden to move, upon con sideration of the report on the bill intituled "An act to incorporate the

rights of any nature whatsoever.

Kamloops & Yellowhead Pass Railway Company," the following amendments: To amend section 17, line three, by striking out the word "to" between the words "and" and "alienate," and insert the word "may" in place thereof. To amend section 23 by striking out the last figure "5." and inserting figure

"6" in place thereof. J. H. Hawthornthwaite on Thursday next: That the bill intituled 'An act to amend the 'Provincial Elections Act," be placed upon the orders of the day for consideration of committee of the whole House on Thurs-

My Mr. Oliver on Friday next: That humble address be presented to His Honor the Lieutenant-Governor, praying that he will cause copies of all orders in council passed since the first day of June, 1903, to be presented to this House forthwith.

been constructed on B. C. charters had three-quarters of a mile

J. R. Brown on Thursday next will ask the chief commissioner of lands 1. What part of the \$3.000 appropri-

Questions.

ending June 30th, 1906, has been expended? 2. On what roads or works was the expenditure made, and the amount ex-

T. W. Paterson on Thursday next will ask the minister of finance: 1. How many railway charters have

been granted by the legislature since the letter received from Mr. April 2nd, 1901? 2. How many companies have complied with section 21 of the "Model

Railway Bill?" 3. What amount has been received for forfeitures under section 21, "Model from Mr. Vernon, he had relocated Railway Bill?"

4. How many miles of railway have

since April 2nd, 1901?'

Victoria, Feb. 14th, 1906. To-day the government was again defeated in committee on a railway bill which Stuart Henderson sought to section 2. chap. 55, 1902? 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 Housboth voted with the opposition on | eral shall again visit England for this particular bill. The frequent defeat of the government in committee shows that the ministry has no very ish Columbia vs. the attorneystrong grip upon its followers, and of the Dominion (Deadman's that the confidence reposed in the members of the administration is not of the strongest character. Since the lows: 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

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.

prolongs the life of Premier Mc-

Prayers were read by Rev. W. Leslie Petitions.

Fraser urging that the bill for an eight-hour day in smelters should be W. Manson presented two petitions from Vancouver, one from the Vancouver Gas Company against the pro-

A petition was presented by

Davidson and another by Geo.

posed 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

vious, urging that the bill for an eighthour day in smelters, were received. New Bill.

presented by J. N. Evans the day pre-

Price Ellison introduced a bill for

brooder send your name and addr to Box 194, Victoria. Your own time pay for them. We pay freight.

148 Shelby Street.

Notice is hereby given that, sixty da after date, I intend to apply to the Ch Commissioner of Lands and Works permission to purchase the following scribed land, situated in Kitsumkal ment, containing 160 acres, more ROBERT DONALDSO

the extermination of wild horses Out of Order.

John Oliver moved the following resolution: That an order of the House be gran ed for a return of copies of all order

in council passed since the 30th June. 1903. The Speaker ruled this out of orde Mr. Oliver said he would not take up the time of the House in discussing th question He would withdraw the n tion and ask leave to present an dress to the lieutenant-governor, pray ing for the information.

Return.

J. N. Evans moved the following

That an order of the House be grant ed for a return of the report made b J. South respecting the slave train girls at Cape Mudge and other dis

Questions and Answers. Oliver asked the chief sioner of lands and works the fo ing question: Does the government consider t Vernon, president of the Pacific thern & Omineca Railway Comp enclosing a copy of a letter from Wm. G. Pinder. C. E. and P. stating that, acting under instruc line for three-quarters of a mile cross-sectioned the same, and tha

right-of-way cleared for a width 100 feet, and that a gang of men engaged grading and building culv is sufficient proof that the con has complied with sub-section (m R. F. Green replied as follows:

"The government has not as yet

sidered the matter.' Mr. Oliver asked the premier following question: Is it the intention of the go ment that the hon, the attorn purpose of arguing the appeal case of the attorney-general of appeal)

"The matter has not yet been co sidered by the government.' Mr. Oliver asked the premier the

Hon. Mr. McBride replied as

lowing questions: 1. Did the premier or the fina minister make any statement when Bride's administration, and not faith Montreal, or any other place, to person or persons in any way affe ing the question as to whether Midway & Vernon Railway Comp were or were not entitled to a sub under the terms of the "Midway Vernon Substdy Act, 1902?"

2. If so, what was the statemen statements made, and by whom what person?

3. For what reason were such st ment or statements made? Hon. Mr. McBride replied as lows:

"1 and 2. While in Montreal finance minister stated in reply t inquiry by the general manage the Bank of Montreal that the ernment had informed the holder the Midway & Vernon railway cha that the government was not pres ed to admit the liability of the vince under the Midway & Ver Subsidy Act until a reference had be made to the courts.

"3. In reply to an inquiry on In addition to the replies to question the premier said that he had from time to time rather lengt

(Continued on Page 5.)

PROCEEDINGS OF THE

(Continued Fro conversations with in the Midway & Ve ng the past two ye Mr. Oliver asked inance the following What are the deta of \$916.15, under the set opposite the name as per public accoun Hon. R. G. Tatlov 'June 6th to 30th, 1

companying Hon. F. tawa in re fisherie sleeper, etc., \$193; Hv \$140: expressage, grams, etc., \$11.50-\$3 "July 27th to Augu inspecting Seton lake on rail and stage, penses, \$32-\$68.95. "August 11th to ! Hon. Mr. Prefontain ister of marine and Return fare, Victori

living expenses and September 10th to -Trip inspecting con way at Quesnel lake river spawning groun and stage, \$131.60; liv telegrams, \$146.80—\$27 "May 21st to 31st. ing Quesnel lake da and stage, \$26.90; liv telegrams, \$42.25-\$69.1

rail and stage, \$31.95 \$48-\$79.95. Total. \$9 Bills Adva The bill to inco Northern & Alaska pany passed its third Bills Rer The report of the fo

"June 29th to July

specting Quesnel la

adopted: The bill to incor Coola & Fraser Lake pany, the bill to inco loops & Yellowhead Company, the bill to Canadian Plate Glas pany, the bill to revi firm the Cowichan, A pert Railway Compa incorporate the Sou Railway Company. The bill to incorpo & Okanagan Railway

again considered in The bill was repor The bill relating to t ship Company of B was again considered The bill was repor The bill respecting thern & Mackenzie

Company was conside

committee.

The bill was reporte The bill to incorpora Barkerville & Fort Company was commit Paterson in the chair S. Henderson pointe road would have to croft or Savonnas. 7 that the road should eroft or Kamloops, 47 miles apart. He too wide an area to starting point. Ash built up by the Carib the railway was built point property in As destroyed. He though way should be compel

there. F. Carter Cotton th leave the bill as it wa asked for this and ha sons for this request. Mr Henderson said the line started from than Ashcroft proper troved The neonle then to suffer loss in property or else wo \$25,000 to induce the from there. Kamlo

the starting point f planned. Hon. F. J. Fulton s the railway started f from Savonnas the the same. Ashcroft That town depended u trade into Cariboo. done away with. J. A. Macdonald th to give a railway co commission with resp

point. It was a wro

to determine the term

The general rule was

starting point as at or ticular point. Hon. Mr. Fulton sa call attention to the ch T. P. which was to ter point on the western John Oliver alluded t the Coast-Kootenay R liged by its charter to Westminster and with the court house at Ch was to provide that the not be held up. All was the protecting of t in the places mentione Hon. Chas. Wilson

of the G. T. P. termin Mr. Macdonald hoped tion of the governme the example in connec T. P. and provide that should reserve the righ the terminus before settled.

A vote being taken Mr. Henderson to spec the starting point carr The bill was reported

amendments. The bill to incorpora Valley Railway Compa mitted, with L. W. chair The bill was reported mendment.

The bill to incorporat & Cherry Creek Raily chair. The bill was reported The bill to amend th Journals Act passed its The bill to amend

General Hospital Act w with Price Ellison in th slight clerical errors and the bill was reporte Land Act.

On the second reading