it was proposed to give a company twenty million acres of land and it was suggested to guarantee the bonds. By so loing the province would be paying for onstruction of the railway. Then there onstruction from texts he people Their work that outrageous exemption from taxa-n of the land which it was proposed give the company. He hoped to see

ward.

mpany A, of Capt.

y by Gen. apt. Guth-

SASTER.

Ex-

Miners

d Killed

ful minino

ntypridd,

ne ignit

lives lost

s reported

explosion

first sup-

are en

the great-

have per-

wn were

and the

witnessed

are crowd-oal pit.

ules Wal-

rlyle Har-

"Helen

some one nany Deo-

ed girl-'I do,''

the mer-

oily to-

o the

ried to

re Plant

enty tons

build-

ery and

npaly's

12,000

uire the

as are

The body

found in

re was

n the

ly was

adstone

foot of

started

at West-

Senor Ma-Spain at medals

for the

story of

ed and one

few days

night gave

-Three in-

icted with

ne during

he present

two white

11.--A let-

to-day from

is said 11

rift stiled

She was

L. Kerby. \$17,000.

the colli-

orse car at

severely in-

An effort is

prominent

urches to

received to

has passed

of good ad-

OWN BROS

bia avenue

schooner

loss on

not been

-John

1892.

one

present

od into

sted state.

to bring

engine

and

from

give the company. He hoped to see charter fall through.

Dr. Watt supported the bill both on count of Cariboo district and the bencount of Cariboo district and the bencount of the construction of the railway. Would be a benefit to the province to would be a benefit to the province to arantee the company's bonds if by at means the road would be built.

Was somewhat in favor of the Government ownership of railways, but it ment ownership of railways, but it ild not be advisable in the Dominion. ute was the proper one and it was that the Canadian Pacific should then. The road would ultimately nd to the construction of another con-ental railway, for which reason the embers should support the bill. The House adjourned at 1 o'clock

AFTERNOON SESSION. Monday, April 10. Mr. Martin presented the public ac-

ounts committee's report. Hon. Mr. Davie introduced a bill reating to bills of sale. The bill is to allow bills of sale to be registered at her places besides Victoria. Mr. Grant rose to a question of privi-

In the Times of April 8th there glaring headlines about the proicial legislature. One of these head was "Mr. Grant throws himself hodily into Mr. Davie's arms." He did not think that there was anything in his marks to justify the words in the

Mr. Brown continued the debate on he Canada Western railway bill. He nsidered that if he voted for the bill extend the company's charter, he ould be binding himself to vote for uaranteeing the company's bonds. 'here had been something unusual out the railway from the start. There re a few words in the land subsidy that gave the company the power to ld what branch lines they wished. did not think the railway would ever uilt, and if it was it would have to a terminus either at Port Simpson of the harbors on the west coast Vancouver Island. It never could a success if the terminus was made He would oppose the exsion of time of the privileges held by company.
The passing of the bill guarantee of the com-'s bonds would be asked for. The itry through which it was proposed build the railway, contained only been pieces of land fit for development. A lot of trails and roads would to be built and the funds would to come out of the pockets of those are toiling to develop other parts The guaranteeing of he province. The guaranteeing of bonds meant the paying of the in-st and that was too big for the ovince. In the face of the fact that country was living on borrowed ey and the districts were crying out larger expenditures, here was a proition to pay the interest on the bonds railway company. (No! no!) He ded on the scheme as a boom scheme not a straightforward railway protion. If the bill is not nipped in bud there will be a big tree to deal next session in the shape of arruments for the guaranteeing the com-

any's bonds. Hon. Col. Baker contended that the dependents were trying to make sen-ole men believe that they were going to vote for something that is not in the bill. The argument was a very silly one. All the bill provided for was the extension of the company's charter. The juestion of a guarantee was altogether outside of the bill before the House. Mr. Booth could not see anything against the proposition to extend the He would not at company's charter. He would not at present vote for a bill to guarantee the company's bonds, but that did not prevent him from voting for the bill now

before the House.

Dr. Milne would vote for the second reading of the bill. The House had been very lenient with railway companies. The Canada Western charter had been first granted in 1889, and it was true they had done some work. as true they had done some work. was true they had done some work.

He considered that the land grant should be sufficient to build the railway but we are told that they are going to ask the House to guarantee their bonds. a sense deserved the company in isism that had been expressed in the House. The company had in a way roken faith with the House, having broken faith with a branches of the road, running to Port Simpson and other places. Last year the Canada Northern railway company came to the House knowing that the Canada Western railway charter had lapsed, but the Government resuscitated the Canada Western charter. The men who were nterested in the Canada Northern were men of means and they were ready to build the road. But in view of the fact that the Canada Western company had done some work the House should ex-

they would build the road.

Hon. Mr. Davie said that the proposiion made by the Canada Northern was ot as favorable as that of the Canada estern company. Mr. Rogers supported the second read-

end their charter with the hope that

mg of the bill. Mr. Sword—Many think that what the country desires would not be obtained extending the company's charter. One of the points against the extension was the exemption of taxation clause. Mr. Grant thought that it was a great misfortune that the necessary arrangements could not be made for the construction of the railway. It was well known that financial troubles had flashed all over the world and no doubt this was one of the causes of the delay in going ahead with the scheme. The company did not claim that they had spent \$23,000 on surveys. They said that amount had been spent for surveys and incidental expenses. prised that the company had not expended more than that considering the efforts they had put forth to make arrangements for the construction of the Other portions of the province been assisted by railways he was surprised that hon, gentlemen objected to a proposition assist the Canada Western Railway. Look at the manner in which the Canadian Pacific Railway had been assisted

nd what has been the result of this. Weither the province nor the Dominion fould be what they are if it was not or the Canadian Pacific Railway. He no doubt that the company would able to do some work before next if the charter was was extended building of the Ashcroft and Cari-Railway would do a lot of good but bring Vancouver Island in touch with the east as the Canada estern would. Much of the opposition the scheme was a narrow minded policy of members interested in other parts of the province. There would be much better chance of the Ashcroft ad Cariboo Railway being built if the anada Western was built, as the C.

Mr. Kitchen would feel bound to vote r a guarantee to the company if he oted for the bill now before the House. thought there was a much easier ay to reach the Cariboo country than the Consumers (Nelson) waterworks bill.

The act which it was proposed to amend

R. would reach out to get a share of

was the almost impossible task of spanwas the almost impossible task of spanning Seymour Narrows. It was not reasonable to make the Canada Western Railway come to Victoria, but he would oppose the bill on that point, as he contended that the company should be allowed to go where they wish. He thought the scheme was a wild cat one.

Mr. Keith said a great many railway charters had been granted in the province, but very few railroads had been ince, but very few railroads had been built. It was a question to him whether

this was to be a repetition of previous railway schemes. He could well understand that it was difficult to obtain the capital to build the road and, therefore, had a certain amount of sympathy for the company. Last year he had vot-ed against the extension of time because they had not done anything but this year they had done some work. He would not object much to extending the charter for another year. One of his objections to the charter was the clause exempting the land from taxation. He that thought when considering the question whether the railway would enter into competition with the C.P.R., or would the charter be purchased by the C.P.R. He would sooner see the gov-

ernment build the road, but he did not think they would. He would, therefore, say extend the company's charter as it would place the country in no worse condition than it now is in.

Mr. Cotton thought it would be as well to enter a formal protest against the bill before the House. Th few thousand dollars said to have been expended on surveys, he heard, had been spent on townsite booms. The government

dare not go to the country on the proposition to guarantee the company's bonds. The leader of the Opposition had referred to some ugly rumors. Those rumors had been flying around for some months past. Several members—What are those rumors? State what they are.
Mr. Cotton did not think that he was bound to state what those rumors were. They were connected with the names of

some prominent men in the province.

Hon. Col. Baker rose to a point of order. He thought when a member of the House made a statement or quoted from a paper he was bound to state what the rumors were. Mr. Cotton, continuing, quoted some figures from the prospectus of the British Pacific Railway.

Hon. Col. Baker contended that the

member was bound to lay the paper be-

fore the House.

Mr. Coton—I am not going to explode the House. Don't get excited.

Mr. Speaker ruled that Mr. Cotton did not have to lay the paper before the House, but he read a paragraph from May regarding members getting excited. Mr. Cotton hoped that the members of the government would benefit by the reading of May. He read a numbed of paragraphs from the prospectus of the company. It was quite evident that there was something wrong, but where the wrong was he could not say. He had seen a letter some time ago written by a New York gentleman. The gentleman wanted to know if "the premier was as active as a premier as he was as a floater of companies. If he was he was a hustler." The statements made by the company's solicitors about the guarantee showed that if the government guaranteed the company's bonds the country would be involved in the sum of \$240,000 a year.

He would certainly vote against the bill.

Hon. Mr. Davie—The last speaker mentioned some rumors that he said were flying around about gentlemen holding high political positions. He asked the member to mention the names Mr. Cotton would not mention

names. Hon. Mr. Davie contended that . as Mr. Cotton would not answer the queshe had uttered what were not facts and what could not be proved. They were the remarks of a contemptible man, a man who had been rubbed on raw spot. Hon, Mr. Beaven was surprised that

Mr. Speaker had allowed the Attorney-General to go as far as he had. If he wished to refer to what Mr. Cotton had said he should have taken down his words. Parliamentary law said that words. the words had to be taken down and

nothing intervene.

Hon. Mr. Vernon was surprised at the action of the leader of the Opposition in trying to shield the hon, member from Vancouver on such a flimsy excuse. The charges of the member for Vancouver were cowardly and contemptible. He had waited until all the other members had spoken and then had made the

charges. Hon. Mr. Davie-Two leaders, the leader of the Opposition and the leader of the Independents, had made vague statements about the ugly rumors. It was true that the leader of the Opposi-tion had been more manly and had spoken earlier in the debate, but both had placed themselves in unenviable positions. The leader of the Independents, Mr. Cotton, had made statements about to get up and say what the runters were. He had acted the contemprible If they were not descending to base insinuations they would have called for an inquiry. Mr. Cotton had mentioned something about ugly rumors being circulated about men holding high political positions, but he was not manenough to name the men or say what he rumors were. He would like to the rumors were. He would like to know why Mr. Cotton left Denver and came to this country after he was such an old man. What was he when he was a young man? Men should not make insinuations but come out flatfooted and say what they have to and if necessary call for a committee of en-

quiry.
Mr. Brown thought that anyone who had his ears open could have heard the rumors that have been flying about. The leader of the Opposition and the leader of the Independents had simply referred to these rumors. They had not said that the rumors were true, thereby making themselves responsible for them. The members of the Government were endeavoring to force Mr. Cotton to make himself responsible for the rumors. The members of the Government had called the leader of the Opposition and the leader of the Independents cowards, curs, etc., simply because they referred

to these rumors.

Hon. Col. Baker—We do not want to make Mr. Cotton responsible for the rumors; we want them to give the naems of those to whom they referred. was just an endeavor to prejudice the minds of those on the outside of the The tactics were mean and House.

The bill passed its second reading on the following division:

Ayes—Messrs. Baker, Pooley, Davie, Turner, Vernon, Martin, Eberts, Croft, Stoddart, Hunter, Booth, Rogers, An-derson, Nason, Fletcher, Milne, Beaven, Grant, Mackenzie, Horne, Punch, Watt and Keith.
Noes—Messrs. Semlin, Sword, Kit-

chen, Brown, Cotton and Forster. EVENING SESSION. Hon. Mr. Davie introduced a bill to id certain railways. It proposed to give the Government power to guarantee the bonds of Nicola valley railway, the Nakusp railway and the Chilliwack railway. The Canada Western railway bill was

considered in committee and reported

was a private one and could not be that the Attorney-General had attemptamended by a public bill.

Mr. Speaker ruled that the bill was in order. It was read a second time and reported complete. On consideraand reported complete. On considera-tion of the report Mr. Kitchen introduced an amendment to reduce the bon-

us to 25 per cent.

Hon. Mr. Davie held that the amendment was out of order. Mr. Speaker ruled the amendment out of order, the report was a lopted, and the bill was read a third time and pass

Hon. Mr. Davie moved the second reading of the Sumas dyking and drainage bill. The bill provided for the extension of the powers of a private bill by the means of a public bill.

The bill was read a second time, considered in computers and a third time. sidered in committee, read a third time

and passed. The Kaslo-Slocan railway bill and the Mount Tolmie railway bill were read a third time and passed.

On the order for the thirl ceading of the municipal bill a number of verbal amendments were moved and adopted.

Hon, Mr. Davie moved that the order for the third reading of the bill be discharged and the bill be recommitted for the purpose of striking out clauses 41 and 48. This brought about a long discussion as to whether a committee of the House could undo what the whole House had done.

The motion to recommit the bill was adopted and the House went into committee, Mr. Kellie in the chair, to consider the bill. Clause 48 was struck out and clause 41 restricted to Nanai-

mo. The bill was reported complete, read a third time and passed.

The House adjourned at 12:05. NOTICE OF MOTION. Mr. Beaven to move the following resolution:—That, in the opinion of this House, a clause should be inserted in all contracts let by the Government for the construction of public works, binding the contractor to pay all workmen employed by him, or by a sub-contractor under him, on or in connection with the work, the regular rate of wages connected with the trade for the number hours work for each, as recognized the trade; and, further, that the whole of the laborers, skilled workmen, foremen, and others engaged upon the work, should receive their full wages at least once a week, and in cash.

FORTY-SEVENTH DAY. Tuesday, April 11, 1893. The Speaker took the chair at 11

On consideration of the report of the on consideration of the report of the mineral bill, moved as a new section the following: No mineral claim shall be recorded without the application being accompanied by an affidavit or solemn declaration made by the application because the section of the section of the report of the section of the report of the section of the section of the section of the section of the report of the section of the sect cant, or some person on his behalf cognizant of the facts, that mineral has been found in place on the claim proposed to be recorded." This he explained would prevent any wildcat schemes. Men went out and staked out claims in the snow thereby taking up lands on which there were no min-

Hon. Mr. Pooley did not think the mendment was a good one. Hon. Col. Baker said miners from all ver the province had requested that the lause should be inserted and the ming committee had passed the clause. The amendment was adopted and furher consideration of the report was de-

Mr. McKenzie moved on the considenation of the report on the Canada Western railway bill, the following amendment:—To insert in line 6, section 3, after the word "favor," the following the section of the lowing words:—"Provided, however, that section 11 of the 'Railway Aid Act, 1890, shall apply to the enterprise here-by authorized, section 15 of the said act, or any other act to the contrary notwithstanding."

Hon. Mr. Davie thought it would not be wise to interfere with the company in the way proposed, although he him-self was in accord with the amendment and no doubt when the Government made arrangements with the company such a clause would be inserted in the agreement. The clause proposed to deal with the taxation of the land to be granted to the company.

Mr. Forster thought the insertion of the amendment would have a good effect as any company of business men would feel suspicious of a Government that

inserted the clause in the bill exempting the land from taxation. amendment was defeated. Mr. Keith moved the following new section:—"4. Notwithstanding anything to the contrary in 52 Vict., chap. 20, intuled 'An Act to authorize the gran ing of a certain land subsidy for and in of the Canadian Western Central railway,' the Railway Aid Act, 1890, or the "Canadian Western and Nor rn Extension and Aid Act, 1892; lands to be conveyed to the Canadian Western Central railway company or the Canadian Northern railway company shall be open for ten years from the passing of this act to actual settlers for agricultural purposes at the rate of from one to three dollars per acre, according to classification, to the extent of 160 acres to each such actual settler, and the said lands shall not be exempt from taxation for a longer period than ten years after the completion of the railways to be constructed by the said

The mover contended that if the land was valuable enough to hold it was val-uable enough to pay taxes on. Hon. Mr. Davie would vote against the clause for the same reason that he voted against Mr. McKenzie's amendment. The clause would be a good one to insert in any contract between the company and the Government but it was not a good one to insert in the bill.

Mr. Keith said the promoters of the railway had said that they were will-

ing to have the clause inserted. Mr. Brown thought that the House had had enough of the Government talk about being in favor of a clause but thinking that it was not the proper time to introduce it. The Government were afraid to oppose the principle and they had a way of getting out of it. Hon. Mr. Beaven did not know why government should object to insertng the clause in the bill if they were n favor of it. He himself was in favor of the principle of the clause, but he objected to the price of \$3 an acre. It was Mr. Hunter tried to make a real estate deal. He offered to sell the leader of the Opposition 50,000 acres of land t 50 cents an acre.

Hon. Mr. Beaven-I want those words taken down.

Mr. Hunter thought it was time that the Canada Western bill had been dis-Hon. Mr. Davie-I have nothing more to do with it than you have.

The amendment was lost on a division of 14 to 11 and the bill was read a third time and passed.

The bills of sale bill was read a second time, committed, read a third time and passed. Hon. Mr. Davie presented a message from His Honor the Lieut.-Governor re-commending that the municipal bill be recommitted for the purpose of striking out section 48. An amendment in this direction was defeated in the House yesterday. The amendment refers to hotel

The message was referred to a committee who reported it to the House. Hon. Mr. Beaven contended that the Hon. Mr. Beaven contended that the proceedings were out of order. The House had already decided not to strike out section 48. It was the third time of the such as decided a benefit to the work.

Stath as decided and lawyers, but when anything was proposed to protect the An Act to amend the "How workingmen the Government rose up in arms against it. The motion if acted upon would be a benefit to the work.

An Act to amend the "How workingmen the Government rose up in arms against it. The motion if acted upon would be a benefit to the work.

ed to strike out the clause. Hon. Mr. Davie held that the Lieut.

Governor had the power to transmit any bill he pleased and recommend any amendment. The amendment was allowed to remain in the bill by accident. A House that had confidence in the Attorney-General should adopt his views on constitutional questions. The clause would have the effect of closing every hotel bar in the province.

Mr. Speaker did not think that the

leader of the Opposition's point of order was well taken. The committee's report was adopted and the amendment was inserted in the bill, and the bill was read a third time and passed Hon. Mr. Davie presented a return of the correspondence between the government and the Canada Western and Can-

ada Northern Railway.

AFTERNOON SESSION. Mr. Davie moved the second reading of the railway aid bill, the object of which was to facilitate the construction of the Nicola Valley, Nakusp & Slocan railway. The Dominion government had granted the Nicola Valley railway a subsidy of \$3,200 per mile for the first half of the road; the Nakusp & Slocan would also receive a Do-minion subsidy and it was hoped that minion subsidy and it was hoped that the Chilliwhack railway would receive similar treatment. The bill proposed to guarantee the bonds of the railway companies provided the Dominion gave a subsidy and the roads would be operated by the C. P. R. The government would have security in the Dominion subsidies, and the guarantees would not be made until the roads were completed.

completed.
Hon. Mr. Beaven thought the house should have more information. If the Dominion controlled the provincial roads the Dominion should pay for them. The bill was read a second time, considered in committee, reported complete, read a third time and passed. On the further consideration of the mineral bill Hon. Mr. Davie moved an mineral bill Hon. Mr. Davie moved an amendment providing that there shall be levied and collected from the owner or ocupier of every mineral claim of which a crown grant has Issued, an annual tax of one dollar for every acre and fractional part of an acre of land conveyed by the grant, payable on the thirty-first day of December in each year. Such tax shall form a charge upon the claim. In the event of the tax not being paid to the assessor or collector he may cause the claim upon collector he may cause the claim upon which the tax is charged to be offered for sale by public auction

Mr Kellie thought the tax would be a

big one to impose on what might be a lot of useless land What the mining committee wanted was a clause to tax the placer claims of Cariboo which had been tied up for years.

Messrs. Nason, Rogers and Watt opposed the amendment.

The amendment was amended to pro-

ride for a tax of 25 cents an acre in place of \$1 on mineral and placer claims and it was adopted. The bill was read and it was adopted. The bill was read a third time and pessed.

Mr. Grant's liquor license regulation amendment bill was read a first time on a division of 12 to 11.

Mr. Grant moved that on account of the presence of the presence.

of the urgency of the case the mover be allowed to move the second reading Numerous points of order were of the bill. prought up as to whether this could be

The urgency motion was defeated. The house rose at 6 o'clock.

EVENING SESSION. The house went into committee, Mr. anitary condition of municipalities bill.

A number of members asked that the ses of the bill be taken as read. Mr. Martin demanded that the clauses read, which the committee refused

Mr. Martin then moved that the committee rise. This motion was voted down and Mr. Martin left the house in The bill, he said, was an undisgust. The bill, he said, was an unworkable one.

On motion of Mr. Grant, later in the vening, the committee rose, thereby Mr. Kitchen moved the second read ing of the drainage and dyking bill. It was simply a consolidation of old acts

few amendments. Mr. Hunter-The bill is very much like the hon. gentleman who has it in charge. It looks more innocent than it is. The bill would encroach on prirights Mr. Speaker ruled the bill out of The cattle bill was read a second ime, committed, read a third time and

Milne moved that an order of the House be granted for a return showing the reply of Mr. J. P. McLeod to the findings of the council of public instruction, and to a demand for a retraction of charges, and also a copy of the cridence furnished to the council the evidence furnished to the council by the school trustees of Victoria. The

motion was adopted.

Hon. Mr. Beaven moved that, in the opinion of this House, a clause should be inserted in all contracts let by the Government for the construction of public works, binding the contractor. ic works, binding the contractor pay all workmen employed by him, or by a sub-contractor under him, on or in connection with the work, the regular rate of wages connected with the trade for the number of hours work for each, as recognized by the trade; and, further, that the whole of the laborers, skilled workmen, foremen, and others engaged upon the work, should receive full wages at least once a week,

and in cash.

Mr. Hunter said the motion would just protect the tradesmen who earn big wages, not the hard working laborers. Hon. Mr. Beaven—Read the resolu-Mr. Hunter moved to add to the reso "the wages of all laborers and lution "the wages of all laborers and unskilled workmen shall not be less than

20 cents per hour.

Mr. Martin would like to know why

something was not done to protect the cattle raisers who worked just as hard as the stone cutter, bricklayer or carpenter. Mr. Keith said the statements made by the Government were nothing but a lot of rambling nonsense. The Attorney-General claimed to be a friend of the workingmen. What had he or his Government ever done for the working-men. The workingmen would ever remember what the Government had done for them. The Government had voted down all the legislation that would benthe workingmen. The Attorney efit General talked about agitators and agitations. If there were no grievances

to redress there would be no agitators or agitations. Then he proposed protection for the poor lawyer. If the three lawyers in the House were critically observed it would be found that they did not need protection but it might be well to protect the members of the House from them. He (Mr. Keith) of course knew lots of honest lawyers. Hon. Mr. Davie-Where will you find

Mr. Keith—I wouldn't go to that side of the House for them. I never heard that the Attorney-General had a reputation for honesty. Everything was done to protect the professional unions, such as doctors and lawyers. but when

ingmen. He had no doubt that the Government opposed it simply because it was introduced by the leader of the Opposition.

Dr. Milne spoke in favor of the motion which he said only called for an expression of opinion. The motion was n favor of the taxpayers and the work-

ingmen.
Mr. Booth also moved an amendment to the motion making the motion read as follows:
That, in the opinion of this House, a clause should be inserted in all contracts

let by the Government for the construc-tion of public works, that the whole of the laborers, skilled workmen, foremen and others engaged upon the work, should receive their full wages at least once a week, and in cash.

The motion as amended was adopted.

Mr. Hunter's addition was also

adopted. -Before moving the adjournment of the house, Hon. Mr. Davie said he wished that he could say with any de-gree of confidence that all would meet again. Judging from the past, one could not help looking to the future with questions and misgivings. He could not help thinking how many would meet at the next session of the house. He hoped that it would not be considered out of place for him to express his appreciation of some of the members of the house. Although he disagreed in of the house. Although he disagreed in many things with the leader of the opposition, he had to acknowledge his persistency and many good qualities. He thought the time for expressing good will was while those you refer to are alive and not leave it until after death. It takes all kinds of nearly to death. It takes all kinds of people to make a world. "Our little world is composed of the leader of the opposition, the leader of the Independents and myself, three men with characters as distinct as could be found. We all have our failings and our virtues, and the public will take us on our merits. The house will be prorogued at 3 o'clock on Wednesday." (Applause.) Hon. Mr. Beaven hoped that all would

meet at the next session. Although he differed with members of the house on public questions he never carried any personal feeling to the outside. (Ap-Mr. Cotton acknowledged Hon. Mr. Davie's remarks, and the business por-tion of the third session of the sixth parliament was brought to a close.

Mr. Martin presented a report from the select committee on public accounts as follows: Legislative Assembly,
April 10th, 1893.
Mr. Speaker: Your committee appoint-

ed to examine and report upon the public accounts beg leave to report as fol-That in accordance with a suggestion of the public accounts committee in their report of 1890, a complete audit was made in March, 1891, of the books of the lands and works department from the 1st of January, 1882, to 1st January, 1891, embodying a period of nine years. The auditor submitted an exhaustive report, showing that the work had been thoroughly done. During the period referred to, some \$837,000 passed through the hands of the surveyor-gen-eral, Mr. Gore, and from the multiplicity of entries under the various sources of revenue coming through the lands revenue coming through the lands and works department to be accounted for to the treasury, your committee can-not but commend the department; as the result of the closest scrutiny of auditor has shown that, during whole period of nine years, there are only six errors of omission on account of land sales, amounting to \$176.60, and after correcting some clerical errors, ranging from one cent to two dollars, the actual difference short accounted for \$157.90, which sum was at paid into the treasury. Your commit tee would state that, considering the va rious duties of the surveyor-general, who was then unaided by a bookkeeper, it is not a matter of surprise that a few errors and omissions should have occurred.

That the subsidy of \$3,200 per mile for the Shuswap and Okanagan railway, amounting to \$163,200, has been receivd from the Dominion Government. That the amount of bonds issu the Shuswap and Okanagan Railway company, under the "Shuswap railway guarantee act, 1890," is £256,800—equivalent, at \$4.86 2-3, to \$1,249,763—and that the interest paid thereon by the government to date is \$50,098. That a return from the Canadian Pa

cific railway, under section 9 of the agreement of lease between that company and the Shuswap and Okanagan Railway company, for the five months ending the 30th November, 1892, shows that 30 per cent. of the gross earnings of the Shuswap and-Okanagan railway mounted to \$7,080.92, which sum was aid into the treasury.

Your committee are of opinion that the conditions of the "Shuswap railway guarantee act" will eventually prove of greater advantage to the province than the original proposition of granting a subsidy of \$200,000 by the province.

That the amount of bonds issued un-"Victoria and Sidney railway

ct," is \$300,000. That in accordance with the provisions of section 2 of the "Nelson and Fort Shepherd railway subsidy act, 1892," a eposit of \$25,000 in bonds has been nade-equivalent to cash of that amount

at their par value.

That in compliance with section 2 of the "Kaslo and Slocan railway subsidy act, 1893," a bond for \$25,000 was subsidy. nitted on the 28th February last. The names on the bond are reported as satsfactory, but the bond has not yet been finally accepted. G. B. MARTIN,

Chairman.

PROROGATION. The third session of the sixth parliament was brought to a close this afternoon at 3 o'clock, when the House was prorogued by Lieut.-Governor Dewdney. C Battery, under command of Major Peters and accompanied by the band, were drawn up in front of the legislative hall and lent dignity to the scene The Speaker took the chair santly be fore 3 o'clock. After prayers by the Rev. P. McF. Macleod the Lieut.-Governor entered the House. He was accompanied by Col. Holmes and the officers of C Battery and the captain and officers of H. M. S. Garnet. Mrs. Dewdney occupied a seat of honor on the floor of the House. There were a large number of ladies and geutlemen There were a His Honor being seated in the chair.

His Honor being seated in the chair.

Mr. Fell, the clerk of the House, read the titles to the following bills:

An Act to amend the "Registration of Births, Deaths and Marriages Act."

An Act to Confirm the Title to certain An Act to provide for the establishment of a Bureau of Labor Statistics and also of Councils of Conciliation and Mineral Claims. of Arbitration, for the settlement of industrial disputes. An Act respecting Arbitration.

An Act to provide for the establishment and Maintenance of a Provincial

Home for the Aged and Infirm.

An Act to around the "Income Around Inform." An Act to amend the "Insane Asy-An Act respecting the Public Health
An Act to amend the "Public School
Act, 1891," and the "Public School Act
Amendment Act, 1892,"
An Act to amend "The Breeding
Stock Act" Stock Act."
An Act to amend the "Homestead Act."

An Act respecting Agisters of Cattle

An Act to amend the "Married Wo-men's Property Act."
An Act to secure uniform conditions in Policies of Fire Insurance.
An Act respecting Settled Estates.
An Act to amend the "Medical Act."
An Act to amend the acts relating to the British Columbia Southern Rail-

An Act to incorporate the Red Mounain Railway.

An Act to amend the "Vancouver Inorporation Act, 1886," and amendments thereto.

An Act to incorporate the Lardeau and Kootenay Railway Company.

An Act to incorporate the Nakusp and Slocan Railway Company.

An Act to Create the Roman Catholic Bishop of New Westminster and his successors in office a Corporation sole.

An Act to incorporate the Osoyoos and Okanagan Railway Company.
An Act to amend the "Municipal Act, An Act for the preservation of the

Public Roads.

An Act to incorporate the Anglican
Synod of the diocese of New Westmin-An Act to incorporate Whetham Col-

An Act to incorporate the Young Men's Christian Association of Vancouver, British Columbia.

An Act to incorporate the Masonic Temple Association of Victoria, British An Act to incorporate the Mount Tol-mie Park and Cordova Bay Railway

Company.

An Act respecting the Official Map of the City of Victoria and subdivisions of lands within the boundaries of said city. An Act to amend the "Burrard Inle and Fraser Valley Railway Company Act, 1891." An Act to incorporate the Pacific Telephone and Cable Company.

An Act to incorporate the Kaslo and Slocan Tramway Company.

An Act to incorporate the Columbian Methodist College.

An Act to incorporate the Kootenay, Lake Shore and Lardo Railway Company. and West Kootenay Railway Company.

An Act to amend the "Nelson Electric Light Company's Incorporation Act,

1892 An Act to remove doubts concerning the validity of certain conveyances of land. An Act to further amend the "Railway Act."
An Act to further amend the "County Courts Act."
An Act to incorporate the Nelson and Arrow Lake Railway Company.

An Act to provide for the erection of new buildings for the accommodation

f the Provincial Legislature and pubdepartments. An Act to amend the "Supreme Court An Act to authorize a certain grant in aid of the construction of a traffic bridge across the Fraser River at New West-An Act to improve the Kaslo Electric Light, Power and Waterworks Com-

An Act to amend the "Interpretation An Act to amend the "Land Registry Acts" and amending Acts. An Act to further amend the "Companies' Acts. An Act to amend the "Notaries' Appointment Act.' An Act to further make provision for a land subsidy for and in aid of the British Columbia Southern Railway. An Act to amend the "Benevolent Societies Act, 1891."

An Act to amend the "Legal Professions Act" and amending Acts. An Act to amend the "Cattle Ranges An Act to amend the "Game Protection Act, 1892." An Act to amend the "Horticultural Board Act, 1892." An Act to amend the Official Admin-

strators' Act." An Act to amend the "Jurors' Act." An Act to amend the "Mineral Act, An Act to amend the "Land Act."
An Act to amend the "Cattle Act."
An Act to amend the "Provincial

Surveyors' Amendment Act, 1892. An Act to make further provision respecting the Canada Western Central Railway Company.

An Act to amend the "Consumers" (Nelson) Waterworks Act, 1892."
An Act to amend the "Sumas Dyking and Drainage Act, 1892."
An Act in aid of certain railways.

An Act to amend the "Bills of Sale His Honor was pleased, in Her Majesty's name, to give assent to these The Lieut.-Governor delivered the fol-

lowing closing speech: Mr. Speaker and Gentlemen of the Leg-Mr. Speaker and Gentlemen of the islative Assembly:

In relieving you from further legislative duties at the present time I desire to express my appreciation of the care and attention which you have bestowed upon the several matters of multic importance which have come bepublic importance which have come be-fore you for consideration, the scope and nature of which are partially indicated n the number of bills to which, in Her Majesty's name, I have just assented.

The provision which you have made for the establishment of a bureau of labor statistics, and also of councils of a provision with the control of the council of the council of the control of the council of th conciliation and of arbitration for the settlement of industrial disputes, should end largely to promote the welfare of tend largely to promote the welfare of both employers and employed in this province, by affording a means not only of restoring confidence between such classes, but by preventing the disturbance of the same by disseminating a knowledge of their mutual needs. The importance of the measure which you have passed dealing with the public health can scarcely be over-estimated. you have passed dealing with the public health can scarcely be over-estimated, and I trust that, through the administration of that act, the province may enjoy immunity from the ravages of contagious or infectious disease.

The provision which you have made for the creation of pays buildings for

for the erection of new buildings for the accommodation of the various branches of the public service will materially facilitate the conduct of public business, whilst the aid you have grant-ed towards the speedy construction of a railway and traffic bridge across the Fraser river at New Westminster will give an impetus to trade and agriculture n that important part of the province I feel sure that the settlement and progress of the country will be also greatly advanced by the wise assistance having for their objects the construction of railways to conect the less settled tracts with centres of population. Thanking you for the liberal provision you have made for the public service, and assuring you that the several sums will be economically expended in the public interest, I now take leave of you with the earnest hope that your labors may greatly conduce to the public good, and that I may meet you at a

future session, when the same zeal and ability may be as unselfishly exerted for the benefit of this province.

The Hon. Col. Baker, provincial secretary, then said: Mr. Speaker and Gentlemen of the Legislative Assembly: It is His Honor the Lieutenant-Governor's will and pleasure that the legislative asembly be prorogued until it shall please his honor to summon same for dispatch of business, and this

provincial legislative assembly is here-

by prorogued accordingly.