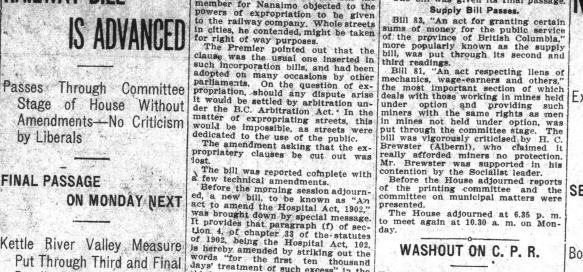
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THE VICTORIA COLONIST

Kettle River Valley Measure Put Through Third and Final Reading—Session. Nearing Close Kettle River Valley Measure Put Through Third and Final Reading—Session. Nearing Close Kettle River Valley Measure Put Through Third and Final Reading—Session. Nearing Close Kettle River Valley Measure Put Through Third and Final Reading—Session. Nearing Close Kettle River Valley Measure Close Kettle River Valley Measure Close Kettle River Valley Measure Reading—Session. Nearing Close Kettle River Valley Measure Close

Tonsiderable progress was made in the dustness of the local legislative days of papel 1910. At 1 p.m. the House adjourned until due to heavy passenger trained to due to the commercial travellers that and final reading at yester-days afternoon session. The act ratifying assent to shift due to the distribution with bill 30, "An act to fameant the first morning sitting during the present session. It at once re-solved tisel into committee and commission which address the shift and final reading at yester-and applances generating, transmit-ing of Dupylying lectified rearry, "This passed is third and final reading the signed to provide for commercial travellers leaves and short to provide for the in-spection, of premises, works, wires and applances generating, the third and final morther Railway add short to be addied to train the suprement beauty of the addies of training that the fore works and the westbound train size and applances generating the third and final reading the vertice of the short work and the westbound train size of the prevince day at the

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NUMBER BURIED PLACED AT 118

Extent of Disaster on Great Northern Daily Appears Greater-Forty Bodies Recovered From Debris

Tuesday, March 8, 1910

SEARCH PURSUED

Bodies to Be Conveyed to Skykomish by Alaskan Sleds-Fatal Slide Reported East of Cascade Tunnel

still further troube on the C. P. R. A short time before the westbound train due in Vancouver today approached Lytton, a washout occurred, which has and eighteen dead in the train over-whelmed by the Wellington snowslide is the estimate made today by Seattle newspapers. The Great Northern of-fers no objection to this estimate. Of

treacherous places. The necessary re-pairs are expected to be completed in a few hours and the westbound train, No. 97, is marked at present as being due tonight. Finalinger railroad incorers. As all the passengers were asleep when the avalanche struck there is some delay in identification of the bod-les. The first bodies found were muti-lated, but those found lower down are

unmarked and the expression faces is that of persons w awoke from sleep.

WELLINGTON, Wash., March 4.-The men digging for bodies in the avalanche tomb made little progress

Given Up for Drowned. VANCOUVER, March 4.—The ef-fects of Engineer Bramwell, of the steamer New Era. have been sent to Vancouver, and there seems little doubt that the man was drowned. He was on board the steamer when she left Narrows Arm and it is practically certain that he fell overboard. The Tartar brought word that no sign had been discovered of the logger missing from Cook & Faulk's camp, Toba in-let. It is presumed he fell off a boom.

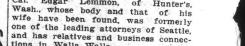
CHINESE TO ELECT THEIR REPRESENTATIVES Celestials in Canada to Be Represented in the First Parliament of the Empire —Local Chinese Busy

SEATTLE, March 4 .- One hundred fers no objection to this estimate. Of those dead 85 are passengers, railroad employees and postal clerks, and the remainder railroad laborers. As all the passengers were asleep

Forty Bodies Recovered.

The men digging for bodies in the avalanche tomb made little progress today, and late this afternoon only forty dead had been brought out, leav-ing 45 passengers and railroad men and an unknown number of laborers in the gorge. The searchers are working in the day time only. The Great Northern railroad today e sent in fifteen Alaskan slade on which

eron Gilmore, fireman, aged 32, whose body has been recovered, was formerly a West Point cadet, and his mother is



ON RAILWAY BILLS

W. J. Bowser in Fighting eech Slates Criticisms of essrs. Brewster and Haw-

Tuesday, March 8, 1910

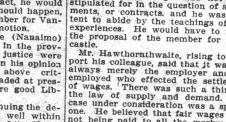
CLUDING SPEECHES

ornthwaite

Thursday night's late session the te on the railway bills was con-ed in the house, Mr. Hawthorn-aite, Mr. Tisdall and the Attorney eral being the last speakers. The course of his speech Mr. wthornthwaite denied that there ony necessity at the present time

wthornthwaite denied that there any necessity at the present time additional, railways if their con-inction demanded such a pledge of provincial credit as now contem-ted. Competition had reached that ge that railways would come in any int, and the present status of the intry's credit was wholly due to the idy adhered to in very recent years refusing to assist with lands or ney to projects of capitalistic rail-y builders. Not admitting that this should define any alternative con-ruction policy. If the Conservative vernment decided that railways were cessary, why had they not, he ask-adopted the enunciated principal their leader, Mr. Borden, and decided r nationalization? Had Premier Mcr new reader, Mr. Borden, and decided r nationalization? Had Premier Mc-ride elected for such a policy, his arty would undoubtedly have support-a him. There never was a more de-oted and obedient following. The hearing which had followed the Pre-hier's address of a day or so past, ad to him appeared to indicate not nly the abrogation by the Conserva-ve members of the right to do their nw thinking, but also their forfeiture ive members of the right to do their nw thinking, but also their forfeiture f a desirable self-respect. It was a nistake to think that government own-rship of railways was a Socialist pro-oead. With the wage system perpetu-ted, in his own opinion government iwnership would simply prove a gate-vay to further corruption and to larg-r grafting. The experience of Rus-ia and of Germany had proven gov-rnment ownership far from desirable. He agreed with the member for Al-berni as to the practicability of the minimum wage clause, but as this bill was drawn, he say little hope of the labor class deriving benefits from the construction of the contemplated road. The member for Esquimalt was wrong construction of the contemplated road. The member for Esquimalt was wrong at least in his conclusion that con-struction would be good for our work-ingmen. While it was true that there were quite enough white workers al-ready in the province to do the work required, he noted that an interview had recently been given in Toronto by Mr. William Blakemore (and published in the telegraphic news columns of the Colonist,) in which Mr. Blakemore had said—and he had not noticed any cor-

Mr. William Blakemore (and published in the telegraphic news columns of the Colonist.) in which Mr. Blakemore had said—and he had not noticed any cor-rection or denial of the remarks at-tributed—that ten thousand Italian la-borers were to be imported for work in British Columbia, apparently for the building of these railways. So that not our workingmen but, the cheap la-bor of Europe was to benefit. The far-mers would not benefit, for the road, save for a short stretch along the low-er Fraser, would penetrate no extensive farming areas. Misapprehension of the facts by the farmers largely account-ed for the verdict of the agricultural districts in the late election. There was in this bill no benefit for the far-mers of Comox and Cowichan, or of the districts tributary to Nanaimo. And yet the government was enormously in-treasing the obligations of the prov-ince extending aid that had never been paralleled by any Canadian province, nor probably by any state in the ad-jacent union. This liability already was \$45,000,000, but with the branch lines talked of, it might be run to fif-ty, to seventy-five, or to one hundred million dollars. This then, must be accepted as the final word in assisted railway building so far as British Co-lumbia was concerned—the credit of the country could sustain no more. He was giad that the end had come, and that no more the electorate would be deluded and betrayed by this phantasm —this will-o'-the wisp of a railway policy! He would have infinitely pre-ifered, had this railway inevitally to have been built by provincial assis-tance that it should have entered the siland by way of Frederick Arm, and thus by opening up the farming areas, have proven at least some benefit in a practical way. The railway policy was not the creation of the government by any manner of means—the gov-ernment but held its brief and took the farment of the railway comby any manner of means—the gov-ernment but held its brief and took ernment but held its brief and took its instructions from the railway com-pany. Reverting to the criticism of the member for Alberni, he could find lit-tle value in that member's arguments, as the policy of the Dominion was equally open to criticism, and this federal policy of course had the hearty approval of the Alberni member. In connection with the present bill, the Nanaimo member held that of the vari-ous forms of government assistance for ous forms of government assistance for railways, bond guarantees were the best. As to the mortgage promised on the Canadian Northern system, it mu the Canadian Northern system, it must at best be but a third class one, as the dominion, the various provinces and the bond holders to the extent of \$26,-00,000 had prior claims. There was no justification for the position that B. C. would not have to pay under the guarantee of bonds. There was no precedent to justify such a conclusion. There was nothing in the present contions to indicate that past experiditions to indicate that past experi-ence would not again be repeated. In a few years the people of British Co-lumbia would be as strong in their con-demnation of its present bargain as the people of today were in denunciation of the wasteful arrangement made by the Macdonald government of Canada for the C.P.R. He warned the House that In taking its present stand in this rallway matter, the Conservative party Was laying the foundation for greater Was laying the foundation for greater disaster than had overtaken the Libdisaster than had overtaken the Lib-eral party in this province at the pres-ent juncture. The Socialist party to-day did not oppose development by capitalistic principles because it was realized that the people must learn by experience; capitalism would have to complete its cycle, and ratilway and capitalist development generally would in the last analysis mean ruin and im-poverishment to the farmers and the vorkers of the and. The double company scheme as found in these pres-ent bills, he looked upon as quite the latest thing in the most up-to-date methods of the Americal rallway trust while onnortunity existed upper trust methods of the Americal railway trust while opportunity existed unrestricted in its bill, for the turning over of the road (through stock manipulation) to the C.P.R. He did not charge that this grantic plot had in reality been hatch-ed, but there was no protection given in the bill against ft. This was the ultimate end of all commetition—twet ate end of all competition-trust nization. He hoped that he was but he could see only impend-



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carried, the measure also passing its third and final reading. Bill 37, "An act to amend the Coun-ty Courts Act." then came up for con-sideration. It produced no discussion, passing its third and final reading. Wants Alberni as Terminus The next measure which came up was bill 41, "An act to incorporate the Canadian Northern Pacific Rail-way Company." In the section deal-ing with the railway's terminals at Rarkley Sound, Mr. Hawthornthwaite (Nanaimo) moved that the word Al-berni be substituted for Barkley Sound. Tremier McBride, who fathered the measure, stated that he must reject the amendment. He would say, how-eer, that Alberni was going to show

The amendment was lost on a show if hands. In another section of the bill the

Traffic Delayed by Break in Track Near Lytton-Repairs Expected Soon

VANCOUVER, March 4 .-- There

In another section of the bill the member for Nanaimo objected to the

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