

NEW RESERVE PURCHASED

Provincial Government Completes Negotiations With Hudson's Bay Co. For New Home For Songhees

TO REMOVE BY APRIL THE FIRST

Conclusion Of Negotiations Marks A Settlement Of The Question Which Has Stood In Way Of Progress 50 Years

The long-pending question of the Songhees reserve was settled yesterday when the British Columbia government closed arrangements with the Hudson's Bay company for the purchase of the new reserve selected by Chief Cooper and the heads of the Songhees band in company with Premier McBride, Hon. W. R. Ross, J. S. H. Matson and H. D. Helmecken, K.C., at Maplebank on Esquamalt harbor. The Indian have agreed to remove from the old reserve before April. Meanwhile the British Columbia government is taking up the question of the disposition of the lands across the harbor, which are of the extent of 112 acres, more or less, where there are already applications for large areas for use as railway terminals. What the addition of the waterfrontage, and lands heretofore held by the Indians, will mean to the commercial development of Victoria soon after the Indians have vacated in the early spring is easy to imagine.

The new reserve is a large flat partially timbered and bordered by wide sandy beaches overlooking the Esquamalt harbor. "Maplebank" as it was known, justified its name. Beautiful groves of maples divided by grassy glades dot the property on the harbor side. Beyond the railway track which cuts through the place, heavier timber and more agricultural land testify to the value of the site. "Maplebank" was originally laid out as the residence of the resident superintendent of the Puget Sound Agricultural company, a subsidiary company to the great Hudson's Bay company. Later it was set aside as the official residence of the administrator until the admiralty changed its plans. At another period of its career it was the home of the father of the late Mr. A. Campbell McCallum and afterwards of that gentleman himself.

Commissioner's Statement

Hon. W. R. Ross, chief commissioner of lands, said yesterday: "The provincial government has arrived at a basis of dealing with the Hudson's Bay Company for the acquisition of the land selected by the joint committee consisting of the Premier and others, the price has been arranged satisfactorily, and the Hudson's Bay company is preparing a conveyance of the land. An Order-in-Council will be passed devoting the land to Indian purposes. The British Columbia government is now taking up the question of placing the Indians on the new reserve in accordance with its agreement and will supply them with a school building that will satisfy the specifications of the

existing schoolhouse on the old reserve which was erected by the Dominion government and will also make the water connections on the new reserve adequate to the requirements and corresponding in value to those of the old reserve. The object is not alone to satisfy the Indians, but also the department of the Interior, which has in its charge the administration of Indian affairs.

"The question of the government's disposition of the present reserve will not be attempted until all the details involved in the present agreement are completed.

"While the government is anxious to close the matter as speedily as possible, out of deference to a wish expressed by Chief Cooper, of the Songhees band, it may be that matters will be allowed to remain in abeyance until the month of April, as the chief does not consider the present season suitable for the removal of the older people to their new dwellings.

"Immediately on concluding arrangements with the Hudson's Bay company, I went to Mr. Ditchburn, the superintendent of Indian affairs, to go into the various matters in which his department is interested and found him anxious in every way to assist in carrying out the agreement arrived at; and I also despatched a telegraphic message to Hon. Frank Oliver, Minister of the Interior, informing him that the British Columbia government had secured the land selected under the agreement made with the Indians and were now in a position to carry out the details of the agreement; that the government would proceed in accordance with the conditions imposed by the Indians as well as by the Indian Department; that it was the purpose of the provincial government to pass an Order-in-Council setting aside the new reserve for Indian use as appertaining to the other reserves.

"As the matter was of great urgency and the British Columbia government was anxious to proceed I asked Hon. Mr. Ross to instruct Mr. Ditchburn to co-operate with the British Columbia government to bring the matter to a conclusion as early a date as possible.

"I am now awaiting Hon. Mr. Oliver's reply and am arranging for a meeting with the heads of the Songhees band at an early date so that matters can be advanced as far as possible and the details of the arrangement for the removal of the Indians can be fixed.

"The question of the policy of the government in regard to the disposition of the existing reserve has not been finally decided upon and although there are demands for large areas for use as railway terminals the applications will be dealt with on their merits. The government will continue its policy in this matter as in others, administering this area of the public assets in accordance with its well known policy of doing so to the best possible public advantage.

Representations to Company

Company for the purchase of the Hudson's Bay reserve it was pointed out that the arrangement for the surrender of the reserve so long and earnestly desired by the people of Victoria and district was so essential to the expansion of the city and its growth of population and industrial development and increasing commercial enterprises that it was practically complete with the exception of that portion dealing with the particular reserve for which the Indians had expressed a desire.

"It was pointed out that the choice having been made of the tract in question, it was the duty of the Hudson's Bay Company to become the Chief Commissioner's duty and also pleasure (since the speedy determination of a vexed question of long standing of great importance appeared to be in sight) to approach the Hudson's Bay Company as the owners of the land in question with a view to purchase of the tract, for he felt sure that the Hudson's Bay Company would recognize the imperative necessity of securing the obliteration of the old reserve at an early date and the effect of a satisfactory settlement of the Songhees matter would have upon the other holdings of the company, and this would no doubt prompt the company to meet the government in a generous way, thus winning for the company the spontaneous and unanimous approval of the public, both civic and provincial.

"The matter, of course, had to be submitted to the directorate of the Puget Sound Agricultural Company, as the concern is styled under which the Hudson's Bay Company holds the lands in question. The first intimation received by the government that the directors had the matter under consideration came to hand on the 29th of December and on the same day the final arrangement was made. So that up to the present time it is not clear that there has been any delay, and I have every reason to hope that there will be plain sailing now until the matter is finally concluded, as we have now received, from both Sir Wilfrid Laurier and Hon. Frank Oliver that the Dominion government is quite anxious to assist in bringing a final and satisfactory settlement of the matter as either the British Columbia government or the city of Victoria.

to by Chief Cooper and Councillors William Robert and Tommy George on behalf of the land, provides that upon the payment of a bonus of 10,000 to the head of each family in the tribe, some forty-three in all, they will vacate the present reserve and settle upon another. The Songhees selected their chief and his four councillors as a committee to select the new reserve and Maplebank at Esquamalt was chosen. The land for which the British Columbia government has now made arrangements with the Hudson's Bay Company for purchase. Four days later the Songhees representatives with Hon. Premier McBride, Hon. W. R. Ross and Messrs. Helmecken and Matson, went to the new reserve. The lines were gone over by the party, being guided by the representatives and a field map was made of the area, after which the party returned to the parliament buildings. At a conference which followed the Indians expressed their satisfaction at the selection of the new reserve which contains 170 acres, while the former reserve has but 112 acres, and all surnames prepared by the surveyor-general.

The 112 acres which have been occupied by the Indians will form a most valuable acquisition to the city of Victoria. It lies centrally in the centre of the city, it consists of a fraction over one hundred and twelve acres. It is bounded on the west by Algonquin street and on the east by the water-frontage in over a mile in extent upon the outer waters of Victoria's inner harbor and Victoria Arm. It has cut off from the Esquamalt district from the city, for roads could not be built across it, bridges could not be constructed leading to it, while it is not under civic jurisdiction, it could not be properly lighted nor provided with proper sanitation. Its choice water-frontage has not been available for the purposes of business and residential purposes, so imperatively needed for the growth of the city.

For many years the reserve across the harbor and, to all intents and purposes, almost in the heart of the business district of the city, was a waste place. It was set along the water-front, bordered by a fringe of dugouts and Indian craft of every description, the first row of the community houses afforded the town a real taste of Indian life within a stone's throw of the steamer docks. It was like a perpetual section of a world's fair, and the financial interests of the city were never falling.

The arrangements of satisfactory terms with the Indians and those acted on behalf of the provincial government constitutes what will unquestionably prove to be one of the most important events of local history. While the old reserve was a picturesque and interesting to those acquainted with Indian customs, it was a source of regret to those interested in the development of the city. By the successful arrangement now arrived at the Indians will have better homes, and the impediment to the city's progress which has existed for more than half a century will be removed.

The Songhees

More than half a century ago the Songhees, who, when the great Hudson's Bay Company came to Vancouver Island, occupied the southern portion of the island, and the northern portion of the island, were gathered together by Sir James Douglas, representing the company, and placed upon the reserve opposite the present-day city of Victoria. Up to that time their village had been at Cadboro Bay, now a charming residential suburb of the city. Then, in 1850, the land entered into an agreement with the company whereby they transferred all their land save the reserve on which they had been placed to the fur traders for a small sum approximating fifty-two pounds ten shillings sterling.

By 1879 Victoria had grown into a town of some importance, and an effort was made to have the Songhees move. The legislative council of Vancouver Island petitioned Governor Douglas in the matter and he advised the engagement entered into with the tribe by removing them summarily. The attempted removal failed, and a result until now. In 1873 Indian Commissioner Powell revived the question of removal and was instructed by the government to take up the question. He recommended the purchase of an island about 20 miles from Victoria for the use of the Indians. This was approved by all but the Indians. They declined to move, and nothing was done further.

In the year 1881 Commissioner Powell reported that a majority of the Indians had agreed to remove to Cadboro Bay, their old camping grounds, provided the Indian land could be obtained for them there. The Hudson's Bay Company agreed to sell the land needed, this arrangement was agreed to, and more than 1,000 acres, was offered for \$60,000 for the old reserve. However, this attempt, too, came to nothing, because it was considered that the land could be obtained for insufficient.

Three years later Mr. Powell and Reserve Commissioner O'Reilly were instructed to take steps to ascertain what land the best site for the Songhees could be obtained. Two years later these gentlemen replied recommending the purchase of two lots in the Metchoin district, now a fertile ranching country—but the Deputy Superintendent-General reported against their purchase until a sale of the Songhees reserve was assured. Sir John A. Macdonald, who was then Minister, concurred in this. Up to 1888 correspondence in respect of this proposed arrangement was continued with no effect. Meanwhile Mrs. R. Dims, a girl for the Esquamalt and Nainalno Railway Company (since acquired by the C. P. R.) offered \$60,000 for the reserve. He was authorized to treat with the Indians for the sale, but he failed to gain their consent to move. It would be tedious to trace in detail the serious attempts that ran through the years. The removal of the Songhees became a standing problem. Instead of one generation, three generations were made to Ottawa, Ottawa made visits to Victoria; elections were won or lost on the reserve; settlement proposals which the Indians would not accept. The list of names at those who set themselves to the task of settling the vexed question would look like a section of the voters list in any time settlement seemed so near as to be almost assured, but invariably something would go wrong at the last moment until the problem seemed hopeless. Now, after more than thirty years of trying, success has been achieved, and before this year is very old the removal of the Indians will take place, and the government will arrange for the disposition of the old reserve in a manner that will mean great development to the city of Victoria.

Recommendations Offered By Chairman Knapp And Mabee Are Made Public By Washington Authorities

REGULATION OF THROUGH RATES

INTERNATIONAL TRIBUNAL ADVISED

Commission Consisting of Four Members To Be Provided For By Treaty Between Canada And United States

WASHINGTON, Dec. 31.—By authorization of Secretary Knox of the State Department, the joint report of Judge Marvin A. Knapp, chairman of the Interstate Commerce Commission, and Judge J. P. Mabee, chief of the railway commission of Canada on the proposed creation of the international commerce commission today was made public. The report recommends the creation of the proposed commission. The commissioners were in complete accord upon all matters. The essential features of the report are: "It is quite apparent that the existing laws of the United States and Canada are inadequate for the effective control of international carriers as respects through rates and the establishment of through routes. To accomplish the desired results, a treaty between the two countries would be preferable to concurrent legislation. This proposed treaty should provide for a tribunal to administer its provisions, to be known as the international commerce commission, and which shall consist of four members, two of the United States and two of the Interstate Commerce Commission and the chief commissioner of the Board of Railway Commissioners of Canada for the time being, a member of Interstate commerce commission to be appointed by the president of the United States and a member of the Board of Railway Commissioners for Canada to be appointed by the governor-general of Canada in council. The powers conferred upon and authority given in respect of international carriers would correspond, to the extent indicated, to those exercised by the Interstate Commerce Commission within the United States. The provisions of such a treaty should apply to telegraph, telephone and express companies, and such companies should be subject, as respects their international business, to the authority of the international commerce commission. Two features of the proposed treaty are notable. They provide that claims for reparation shall not be heard by the international commerce commission, and that that body shall not undertake criminal proceedings against shippers or carriers. It is the purpose of Secretary Knox to submit the treaty to the Senate at an early date with a recommendation that it be ratified at the present session of Congress.

EASTERN TOWNSHIPS BANK TO OPEN HERE

Long Established Institution Will Occupy Premises in Times Block Commencing Business Coming Fortnight

One of the opening local financial events of the present year will be the location of the Eastern Townships Bank in the city. Premises have been secured on the ground floor of the Times building at the corner of Fort and Broad streets. The fixtures are already here and will be in place early next week, when the bank will open its branch for business. At the latest the bank will be in operation here by January 15.

The Eastern Townships Bank is one of the oldest financial institutions in Canada, having been organized at Sherbrooke in 1859. It declared its first dividend in 1860, at its first annual meeting, and has never missed a dividend since. In 1865 its paid-up capital amounted to \$100,000. At the annual meeting of 1909 this capital had increased to \$3,000,000. The reserve fund of the bank is now well over \$2,000,000. Its deposits are in the neighborhood of \$15,000,000. The note circulation is about \$1,000,000. The assets immediately available are in the neighborhood of \$7,000,000.

Commencing business in what are now known as the Eastern Townships the financial institution gradually expanded all over Canada, and it now has branches from the Atlantic to the Pacific Coast. Its management during its lifetime of fifty years has been characterized by sound sagacity and expert knowledge, which have never failed in thoroughly sound monetary conditions. The bank has played an important part in the development and prosperity which today is shared by the people of the Eastern Townships while the institution is also an important part in the development of a Greater Canada.

Anxious to share in the material progress of Victoria the bank has now decided to commence business here and to proud position of security will undoubtedly make it a prominent influence in the financial life of the community. Mr. A. C. Fluimertel, of Victoria, is one of the directors of the institution.

Jews Blamed As Usual

ST. PETERSBURG, Dec. 31.—After an exciting debate in the Duma, members of the Right, the Nationalists and the Octobrists, gained rejection of a motion demanding an interpellation on the recent student disorders in Odessa. M. Schulgen, Nationalist, said the student disorders were inspired by the constitutional-democratic and Socialist parties, who were acting under the orders of Russian Jewry. M. Schulgen concluded his remarks by saying: "Every revolution in Russia will pass over Jewish corpses, and the Jews are the side of the resistance and the infuriated mobs will not spare them."

CALGARY, Alta., Dec. 31.—Building permits for this year show a total of five and a half millions.

GLACIAL FLOOD'S HAVOC

CORDOVA, Alaska, Dec. 31.—Forest Ranger George Johnson returned from an inspection of the Bering glacier today and confirmed the reports of the day and damage done by the flood which burst from the glacier last month. Because of the heavy fall of snow he was unable to reach the chain of lakes above the Bering river, but he verified the reports of enormous damage done to the large sweep of country between the glacier and the sea.

Johnson also investigated the whereabouts of H. S. Wise and Kayak Smith, for whose safety fears were entertained. Wise and Smith escaped injury, but underwent thrilling experiences and endured unusual hardships in making their escape from the flood of icebergs and cold water that swept down the Bering river valley. According to the information brought by Johnson, the two men were asleep in their cabins on the banks of the Bering river when the flood broke down upon them. They were awakened by the sound of water running over the floor of the cabin.

Thinking that the flood would soon subside, Wise and Smith piled their belongings on top of the bed and drew themselves up to escape the cold water, which was rapidly rising. They remained in the cabin until they took a canoe and after a severe struggle at the flood reached the high ground at the McDonald coal mine. Smith and Wise lost most of their winter supplies in the flood, which subsided the next day. Johnson says that the force of the flood when it burst from the glacier must have been tremendous. Icebergs larger than an ocean liner were torn from the glacier and swept down stream.

Many bergs carried from the channel by the eddy current, were left stranded high and dry when the flood subsided. These giant icebergs, standing alone miles away from the mother glacier, present an unusual sight. For years to come they will stand huge monuments of ice to the great forces of nature.

Ranger Johnson says that thousands of acres were swept by the flood and that the loss to prospectors and homesteaders was heavy. The water in Bering lake many miles below the glacier, rose ten feet within a few hours, carrying away thousands of feet of cut piling and saw-logs.

SEKS DIVORCE

Captain Wallace Langley, Dissatisfied With His Wife's Conduct, Appeals To Court

SEATTLE, Dec. 31.—Charging that a \$7,000 home, \$150 monthly allowance for household and other expenses, and an automobile awaiting its mistress' approval could not wear Mrs. Elizabeth Langley away from frequenting the cafes of Seattle and remaining out late at night, Captain Wallace Langley, an Alaska steamship captain, yesterday commenced suit against his wife for a divorce. The couple were married at Victoria, B. C., on March 31, 1907. There are four children. The plaintiff asks that the children be placed in good boarding schools, and charges that the mother is not a proper person to be placed in charge of them. The home of the couple is at 222 Madison Lane. The property of the couple consists of the steamer Aiki, a boat on the Iditarod river, in Alaska, lots in Stewart, B. C., Victoria and Seattle, a \$1000 automobile, household goods to the value of \$1,500, and an equity in Oregon land worth \$2,500, the property amounting to \$25,000 or \$30,000.

MAYOR GILL'S CASE

SEATTLE, Dec. 31.—The petition for the recall of Mayor C. Gill, who is accused of misconduct in office, was certified to the city council today as containing the requisite number of names, the city comptroller having carefully checked every signature. The council at its meeting on Tuesday night will set the day for the recall election. Under the charter the election must be called not less than 30 nor more than 40 days after the council receives the petition. The provision is mandatory, and the council has no discretion except as to the day to be chosen. Mayor Gill's petition for an injunction against the recall was rejected by the superior court today. His counsel filed a similar suit on behalf of an Illinois property owner in the United States court.

Vancouver Woman Killed

VANCOUVER, Dec. 31.—Mrs. Foreman, an employee of the Dominion laundry, this morning fell from a Fairview car when the train was between Lorne street and Lansdowne avenue, sustaining injuries from which she died at the general hospital three hours later.

Canadian Northern Progress

TORONTO, Dec. 31.—Canadian Northern Railway earnings were eighteen millions this year, and the wages paid out total a million a month. There are forty-eight thousand employees in the railway and kindred industries, and the system extends over 7,135 miles.

With Large Capital

OTTAWA, Dec. 31.—The department of state has granted incorporation under the companies act to the Inter-Nations Contracting Company, Limited, with a record authorized capital of fifty million dollars. The incorporated company is to be known as the Inter-Nations Contracting Company, Limited, with a record authorized capital of fifty million dollars. The fee paid to the department on the capitalization of this concern was \$10,300.

Nanaimo Rejects Tramway

NANAIMO, Dec. 31.—The ratepayers of this city today voted down the tramway proposition submitted by the Dominion Stock and Bond Corporation, the vote being: For the tramway, 258; against, 323. The proposition was that the city should guarantee the interest on \$300,000 of bonds, on certain conditions, to secure the building of the tramway.

President Taft's Greeting

WASHINGTON, Dec. 31.—I sincerely hope the next year will be full of prosperity, and as much happiness as can come to us all in this country, is the New Year greeting sent to the members of the United States by President Taft through the members of the National Press Club of Washington. He was welcomed by them at an informal "New Year" reception in the clubhouse this afternoon.

TRAGIC ENDINGS TO AIR FLIGHTS

Aviators Moissant And Hoxsey Meet Death On Different Fields While Battling With Treacherous Wind Currents

ACCIDENTS ALIKE IN THE TWO CASES

Moissant Killed While Trying To Alight—Hoxsey's Machine Collapses During Performance Of "Spiral Glide"

NEW YORK, Dec. 31.—John B. Moissant and Arch Hoxsey, aviators extraordinary, were killed today. Both fell from the treacherous air with the machines—neither from a "vast height" and Moissant's remaining minutes. Hoxsey was so few as to count for naught. Moissant met his death at 9:55 a. m., attempting to alight in a field a few miles from New Orleans. Hoxsey went into the air early in the afternoon at Los Angeles, and lay at 2:12 a crushed, lifeless mass, in view of the thousands who were watching the aviation tournament.

Thus the last day of 1910, in bringing the total number of deaths of those who have sought to emulate the birds to thirty-five, capped the list with two of the most illustrious of those names who have been writing the history of aviation in the fields of two continents. Moissant, a Chicagoan by birth, after an adventurous life in Central America, became interested in aviation in France less than a year ago. After soaring into public attention by his plucky flight from Paris across the English channel to London, with a passenger, and later, finding himself without a machine, buying one from a friend and within ten minutes starting on his winning flight from Belmont Park, New York, around the Statue of Liberty for a prize of \$10,000, Moissant came to his death for fearlessness in the air. Today a sudden puff of wind caught him within 500 feet of the earth, turned his machine over and a broken neck terminated his career.

Arch Hoxsey after a year of uniform success with the Wright aeroplane, in which he had come to have a name for fearlessness, and in which, only within the week, he had set a new world's altitude record of 11,474 feet, and then had sailed more than four thousand feet above one of the highest mountains in California, ran afoul of the same kind of shifty, treacherous wind when a matter of six hundred feet in the air, and a minute later the horrified crowd, aroused from its shock, saw a broken mass of humanity lying beneath a torn bit of canvas and some broken spars.

Both met death in almost the same manner. Each machine was headed for the earth and suddenly seemed to stop, hover, then turn over on its nose, and dive headlong to the earth and destruction. Moissant's aeroplane was a Bleriot monoplane, and in addition to the heavy engine in front of the main planes he had fastened a tank holding some 15 gallons of gasoline. Aviation experts believe a sudden puff of wind stopped his machine in the air, and the heavy weight ahead dragged the light framework behind it, flipping the then useless rear elevator into position, partly back of the main planes, Moissant was flipped out, clear of the machine, and struck the ground on his head, breaking his neck. He died on the spot, and when he was being rushed to New Orleans.

Hoxsey likewise was returning from a journey into the clouds. Cheers were going up to meet him when his machine, likewise, seemed to stop still, shudder, and while over and over to the ground. As in the morning tragedy, the rear elevator, rendered useless when the momentum was gone, flipped around, helpless to aid the fated machine. Hoxsey vainly endeavored to right his craft by varying the main planes and by use of the rudder. Vain attempts these, for before sufficient momentum was gained, the structure crumpled up on the earth, the heavy engine being torn loose.

How Hoxsey Died

AVIATION FIELD, LOS ANGELES, Dec. 31.—The winds whose treacherous Arch Hoxsey so often defied and conquered killed the noted aviator today. As if jealous of his integrity, they met, flung them down out of the sky and crushed out his life. He fell dead upon the field from which he had risen but a short time before, with a laughing promise to thousands of cheering spectators to pierce the zenith of the heavens, surpass his own phenomenal altitude records and soar higher than any other man dared go. Cross-currents, that whirled off by a vagrant storm that froited in from the sea, caught his biplane and shot him down 523 feet to earth. Cataloging his frail machine in one of the spectacular spirals glides that are dangerous even to

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