

## RAILWAY POLICY IS EXPLAINED

### Premier McBride Deals Extensively with New Legislation—Preparing for Trade via Panama Canal

## C. N. P. WILL BUILD TO NORTH END OF ISLAND

### B. C. to Have 4,000 Miles of Road in Operation in 1915—Partition of Songhees Reserve

The explanation and elaboration of the enlarged railway policy of the government by Premier McBride, occupied the close attention of parliament and of crowded galleries during the entire afternoon sitting of the legislature yesterday, the Premier speaking with great effectiveness upon the five several bills which were introduced in the House on Tuesday, and which are now on the orders for second readings, the debate upon each standing adjourned at the instance respectively of Mr. Brewster and of Mr. Williams. The first Minister was in excellent form and spoke extemporaneously with an enthusiasm and confidence in British Columbia's future which at times evoked pronounced enthusiasm. Taking up first the bill providing for construction of the Vancouver to Fort George railway, which is to bring the coast into touch with the Peace river country, the prime minister said:

#### Warranted by Development

Mr. Speaker: In rising to move the second reading of Bill No. 23, I would like to have the permission of the House to devote myself for a little time this afternoon to enlargement of the very brief explanation which I submitted yesterday in introducing the bills which are now before the House. Before doing so, however, I think it is perhaps best to state that the railway policy of the government as at present agreed upon is one which we have decided upon in the first place because of the very great development that is to be noted in almost every section of the province, and in particular because of the very obvious necessity for the provision of additional transportation facilities to assist and strengthen that development, and in the third place because of the near approaching completion of the Panama Canal, the construction of which we are all convinced will do very much to promote the satisfactory development and prosperity of this section of America. It is now, but two years since I last submitted to this parliament certain measures making for the construction of needed railways in this province. At that time we were all of the opinion that because of the prominent position which is obtaining in the eyes of the world, the time was not far distant when we should have to ask parliament to authorize further measures of a similar nature.

#### Added Prosperity

I am glad indeed that I am now in a position today to present a number of measures which I feel confident will make for new development and added prosperity in British Columbia in its every part. I can add but little to what I have so often said to parliament and to the country on this subject. That the growth of British Columbia during recent years has been little short of phenomenal goes without saying. At the same time it may fairly and truthfully be said that this marvelous advance when analyzed is found to be based upon a sound, solid and substantial foundation. There is in this province nothing that may be regarded as in the nature of a boom. There is nothing in British Columbia's present growth that is of a speculative character. The growth and progress that are now being noted make indisputably for permanency and a great future, and this cannot be questioned. In this connection we feel that we are entitled to and we do take some credit for the work of the government in having in some degree been instrumental in the promotion of this development. And that we have not made this plea in vain has been established when we have submitted the question to the great jury of the country and we have come back to this House with added strength.

#### Vancouver-Port George

With respect to the bill which it is my pleasant duty now to submit for its second reading, it is in effect an agreement entered into between His Majesty the King as represented in and by the Province of British Columbia, and Messrs. Foley, White & Stewart, a prominent firm of contractors, with an unchallengeable standing as legitimate railway builders, a standing that cannot be called into question. These gentlemen have been entrusted by the government of the Dominion with a major portion of the construction of the Grand Trunk Pacific line, and they have also carried to a successful conclusion contracts for the completion of large mile-ages for both the Canadian Pacific and the Canadian Northern systems. We are therefore not dealing with any strange combination but on the other hand with gentlemen of proven ability.

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## HIS MANY FORGERIES

### Vancouver Man Gets Sentence of Five Years on Each of Twenty Counts, to Run Concurrently

VANCOUVER, B. C., Feb. 21.—On each of 20 different counts of forgery J. Yatawki was sentenced to a five years' term in the penitentiary, to run concurrently, by Magistrate Shaw, in the police court yesterday morning. The full number of charges against the accused was 17, but after 20 indictments had been read to the accused, his worship decided that these were sufficient to bring home to the prisoner some idea of the magnitude of his offense.

Mr. A. J. Kappale, who appeared for the accused, pleaded for leniency on the ground that Yatawki was mentally deranged. Magistrate Shaw did not agree with this plea.

#### Song Box Orators at San Diego

SAN DIEGO, Cal., Feb. 21.—There is no let-up on the part of the police department in its campaign against the defiers of the street speaking ordinance of San Diego. Three thousand persons gathered in the congested district again this evening to witness the nightly demonstration. Six arrests were made. Chief Wilson announced tonight that a rock pile is to be established at once, and that instead of charging the defiers of the law with violating the street speaking ordinance most of them will be charged with vagrancy. A force of 100 members of the I. W. W. and other organizations is camped between here and Oceanside tonight. They say they are waiting an opportunity to get into the city and join in defying the street speaking law.

## FINE SPEECH ABOUT ROADS

### Hon. Thomas Taylor Makes Good Impression at Opening of Road Superintendent's Convention Here Yesterday

The first convention of road superintendents ever held in the province of British Columbia was opened yesterday morning in the auditorium of the Victoria Club under the most auspicious circumstances. The attendance was large and representative of every section of the province, the papers read were of the most instructive character and the entire proceedings at the session held yesterday calculated to vastly improve conditions under which the expert roadmakers work in this section of the Dominion of Canada.

The chairman of the convention is Mr. W. W. Foster, deputy minister of public works, and he proved a most admirable presiding officer, being able on numerous occasions to direct the trend of discussion along the most practical lines. The feature of the opening session was an address by Hon. Thomas Taylor, minister of public works. He explained at some length the desire of the government to bring about the very best results in its extended road construction throughout the vast area comprised in the territory within the boundaries of the province. He aroused the greatest enthusiasm when he announced that it was the intention of his department to ask the legislature at the approaching session to appropriate the sum of five million dollars for road and trail construction.

Interested visitors at the morning session were members of the Pacific Highway association and the Victoria Automobile club.

The proceedings were opened by the chairman in a brief speech in which he outlined the scope and aims of the convention. He then called upon Hon. Thomas Taylor.

Mr. Taylor began by saying that he was heartily glad to be present at the first gathering of the road superintendents of British Columbia, and to have with them civil engineers and members of the legislature. A word of thanks was due the publicity associations and the automobile association of the city, the latter being represented by Mr. A. E. Todd, who as might be mentioned, is one of the officers of the Canadian Highway association. The president of the Automobile club, Mr. D. R. Kerr, was to join them later. The association had done much to draw public attention to the necessity of better roads in the province, and he believed that its influence would soon be extended beyond the limits of the province.

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## GREAT BRITAIN AND GERMANY

### Foreign Office at Berlin Takes Occasion to Repudiate Authority for Optimistic Newspaper Article

## OFFICIAL BASIS ASSUMED BY PUBLIC

### Statement from Minister Says Assertions are Calculated to Awaken False Hopes or False Fears

BERLIN, Feb. 21.—Hopes for the establishment of more amicable relations between Germany and Great Britain, based on the recent visit to Berlin of Viscount Haldane, the British secretary for war, have not been permitted to reach too great a height. The Lokal Anzeiger this afternoon publishes a highly optimistic article concerning the new accord, and as the Lokal Anzeiger is frequently the mouthpiece of the government, it was generally assumed that the article had some authoritative foundation.

The German foreign office, however, issued a statement this evening that the article in question had no official basis, and added:

"The assertions were based solely on conjecture and are therefore only calculated to awaken false hopes or false fears."

Possible significance attaches to the fact that the statement from the foreign office gives not the least suggestion for any ground for comfort on the chance that the Lokal Anzeiger's conjectures might be well founded.

**Immigration Congress**  
TACOMA, Feb. 21.—The problem of making American citizens out of the influx of immigrants expected to follow the opening of the Panama Canal was touched upon in more than a dozen addresses at the first day's session of the Pacific Northwest Immigration Congress here today. Delegates from Washington, Oregon, Idaho, and British Columbia were in attendance with several speakers from California, to the total of 28, representing 41 cities. Six mayors were among the delegates. Governor Hay of Washington will attend tomorrow.

## JUDGMENT GIVEN FOR COMPANY

### Judicial Committee of Privy Council Decides Against Winnipeg on Appeal in Street Railway Case

## CONTROL OF STREETS DENIED TO CITY

LONDON, Feb. 21.—The judicial committee of the privy council today gave judgment in favor of the Winnipeg Electric Railway company in the appeal in which the city of Winnipeg was the other party. The cross appeal was refused and the city ordered to bear the costs in this court and in the court below.

The judgment which was read by Lord Shaw, of Dunfermline, dealt in detail with steps leading up to present litigation and is a very lengthy document. The main points are as follows: The city by continuing to work in co-operation with the company after its amalgamation and by not having objected to the various amalgamations of which it was well aware, had tacitly consented to the same. Their lordships could not consent to the contention of the city that in granting powers to the company to lay mains and street wires, such power was not intended for erecting poles on which the wires were to be carried. Their lordships could find nothing to prohibit the company bringing in power from outside. On the contrary they held that the clause of the bylaw which compelled the company to erect the plant and power houses within the city limits was fully satisfied by the company's power houses within the city for receiving, reducing and generating power.

The city further contended that, assuming there was no restriction on the importation of power from outside, the power had to be distributed, and the bylaw gave no authority for the erection of poles. Their lordships held that in issuing permits for the erection of such poles the city lost its contention. How could the city challenge its own act and where would this lead to, but to the dislocation of the city's traffic and perhaps the plunging of the city in darkness. What was it that the city really wanted at the bottom of all this litigation? The city had contended the company had no right to import power.

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## SAYS HIS HAT IS IN THE RING

CLEVELAND, O., Feb. 21.—"My hat is in the ring." That is what Theodore Roosevelt said here tonight when an admiring Cleveland crowd sought to learn whether he was a candidate for the Republican nomination for the presidency.

During the brief stay of Colonel Roosevelt in Cleveland, W. F. Ehrick, well known locally in politics, greeted the former president, whom he knew well. "I want a direct answer, Colonel," said Mr. Ehrick. "All your friends want to know and want to know now, whether you are to be a candidate."

"My hat is in the ring," replied Colonel Roosevelt. "You will have my answer Monday."

## THREATEN CANAL

### Letter Reaching New Orleans from Colon Describes Recent Occurrences of Somewhat Alarming Nature

## TWO SLIDES TOTAL MILLION YARDS

### Panama Paper Also Prints Report that Bottom of Canal Has Bulged Because of Pressure on Sides

NEW ORLEANS, La., Feb. 21.—Earth slides totalling nearly a million cubic yards have interfered with operations in the Culebra cut section of the Panama canal, according to mail dispatches received here today from Colon.

Cracks in the earth indicate another slide, which may assume more alarming proportions. The letter says the first slide on the east bank was of about 250,000 cubic yards, tearing away a big section of the 4 1/2 foot road, and closing a portion of the draining ditch. This slide, it continues, will necessitate the relocation and grading of all railroad tracks in the vicinity of the Culebra cut. The earth is cracked in the vicinity of this slide, and canal workers are alarmed over the probability of another great earth "slip."

The second slide, on the west bank, was on the site of the great slide of two years ago. Canal workers say it has "become extensive again," approximately 17,750,000 cubic yards having already gone in, and the end is not believed to be in sight.

"Added alarm was caused here several days ago," concludes the letter, which was a week in transmission, "when a leading Panama newspaper printed a report that the bottom of the canal had bulged because of a pressure of the slides of earth." Official denials have been entered, but they have allayed apprehension only in part. If the bottom of the cut really bulges, it is admitted that the consequences would be grave."

## FIRE DESTROYS MANY BUILDINGS

### Thousand People Left Homeless in Houston, Texas—Property Loss is Estimated at Seven Million Dollars

HOUSTON, Tex., Feb. 21.—In the wake of the most destructive fire in the history of Houston, smouldering wreckage tonight covers an area of one and a half miles in length, and varies in width from two hundred yards to half a mile in the northeastern section of the city.

More than a dozen of the city's most important industrial enterprises are in ruins. Two hundred or more buildings and store buildings are in ashes, and approximately one thousand persons are homeless.

An accurate statement of the monetary loss is not yet possible, but the most conservative is that it will reach \$7,000,000, while the insurance carried will not exceed forty per cent. Except for a few who suffered minor burns and bruises, no casualties attended the fire.

Breaking forth in an unanticipated rooming house, known locally as "The Mad House," shortly after 1 o'clock this morning, and at a time when a fierce gale was blowing from the northwest, the fire made rapid headway. The flames swept toward the southeast, generally making clean and desolate the route, but occasionally sparing a structure, sometimes a mere shanty, and again a place of pretensions. Four hours later the area of destruction had been defined, but the work of the fire fighters was not then ended, nor is it yet ended, for all over the blackened district are piles of debris still burning.

Buffalo bayou, which runs across the street east and west, checked the fire, and except for an occasional dip across the stream, the line of destruction ended there.

In the early morning, the gale continued, and at times hurled clouds of burning shingles great distances.

## EARTH SLIDES THREATEN CANAL

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## PROSPERITY OF ORANGE ORDER

### Reports of Grand Officers Show Satisfactory Progress in British Columbia During Past Year

REVELSTOKE, B. C., Feb. 21.—Today trains from both directions brought many delegates and citizens to the Grand Orange lodge convention now being held in this city, and Orange badges and ribbons are to be seen on all sides.

The Grand Orange lodge of British Columbia opened at 10 a. m. in the lodge room, with Grand Master Geo. J. Grimason in the chair. Reports of Grand Lodge officers were received.

The report of the grand secretary showed the organization of three primary lodges and one co-lodge during the year, also one secret chapter.

The net increase in membership showed the phenomenal growth for the year of 444. The prospects for 1912 are very bright, with an anticipated great increase in membership. Twelve new lodges are to be organized during the year in this province.

Before adjourning standing committees were struck off and will report to the committee tomorrow, Thursday.

At 3 o'clock today Mayor Sutherland delivered an address of welcome at Selkirk Hall, before the delegates and several hundred visitors, wishing them a pleasant visit to Revelstoke, on behalf of the citizens. The Grand Master made a suitable acknowledgment.

Tonight the entire convention and most of the visiting Orangemen and citizens were present at a meeting held in the opera house when addresses were delivered by the Grand Master and other prominent Orangemen, including the Rev. W. C. Corry of Kamloops and J. W. Whitley of Vancouver.

The convention will resume its labors tomorrow morning at 10 o'clock, and sit all day and evening until business is concluded, which will be at a late hour tomorrow, Thursday night.

The visitors are being lavishly entertained by members of Revelstoke lodge, and ample provision has been made for their comfort. Special matinees are being arranged at the theatres, and the opera house has also been engaged for the three days of the convention.

## PAPER MILL PROJECT

### Nelson Council and Board of Trade Consider Propriety of Spokane Capitalist

NELSON, B. C., Feb. 21.—The council and the board of trade today met to consider the representations of a Spokane capitalist, who proposes to establish a pulp and paper mill in Nelson.

The project is backed by Spokane and eastern capitalists, and the promoter is president of a large paper company in Wisconsin. It is proposed to erect a factory costing \$800,000 and capable of turning out 35 tons of paper daily, with a prospect of a much larger output.

At first 4,000 electric horsepower would be purchased from the city and an additional 1,000 steam horsepower would be required.

As soon as possible one of the water powers near Nelson would be developed to provide all the power required. Subsidy factories for the manufacture of envelopes, paper bags and other similar articles will be established. A free site and cheap power is asked.

## SNOW STORMS RAGE IN EAST

### Ontario Visited by Worst Blizzard of Present Winter—Trains Late and Street Car Traffic Blocked

## RAILWAYS IN U. S. ALSO SUFFERING

### Passenger Trains Stalled on Roads in Illinois—Extensive Damage Caused by Gales in Texas

TORONTO, Feb. 21.—The worst snowstorm of the year has all Ontario in its grip tonight. All trains are from four to ten hours late, the street cars are practically tied up and telegraph and telephone wires are down in all directions.

**Trains Stalled**  
ST. LOUIS, Mo., Feb. 21.—Sixteen inches of snow driven by a 40-mile wind, with a minimum temperature of 24 degrees, were features of a storm which swept Eastern Missouri, Southern Illinois and Western Kentucky today.

The wind drifted the snow to a depth of several feet, hampering traffic on all transportation lines. Street car and railway traffic in Taylorville, Illinois, are at a standstill. Baltimore and Ohio passenger train No. 125 which left there at 9:30 p. m. has been stalled since 1 p. m. 5 miles west of the city. The passengers have no food, but are making themselves as comfortable as possible and are keeping warm, as the train carries plenty of coal. Passenger train 11, Chicago and Illinois Midland, has been snowbound all day at Kildee, six miles west of Taylorville.

A relief train sent out from Taylorville failed to reach the passenger train and it is still snowbound.

## STOLEN MONEY FOUND BY BOYS

### While Playing in Park at New Westminster Three Lads Find Part of Bank Robber's Booty

NEW WESTMINSTER, B. C., Feb. 21.—Another find in connection with the bank of Montreal robbery in this city last fall has been made by three small boys in Tipperary park, and brought to the attention of the Royal city police.

On Sunday it was learned that a canvas sack containing \$5,000, composed of \$450 in gold and the rest in five-dollar Bank of Montreal bills, had been unearthed by the lads while at play. The three boys, the youngest being seven years of age, were playing with a ball in Tipperary park early this morning. The ball rolled into the underbrush at one side of the park, near Fourth street, and while they were searching for it, the sack was discovered partly concealed by earth and stones.

The finders opened the sack and disclosed \$5,000 of Canadian money inside.

## PILOTAGE QUESTION

### Argument Before U. S. Supreme Court on Case of British Coast Company's Steamships

WASHINGTON, Feb. 21.—Much of the pilotage business of such ports as San Francisco, New Orleans, New York and Boston is said to be affected by an argument before the supreme court today as to whether coastwise steam vessels under register are open to regulation by the state pilotage law. William Denman of San Francisco also appeared on behalf of the pilots, and Graham Sumner of New York for the Pacific Coast S. S. Co., principally concerned in the case.

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## Some Suffer in Kansas

KANSAS CITY, Mo., Feb. 21.—A hard and a heavy snow of from 10 to 20 degrees above zero swept from the Missouri today, bringing relief from the blizzard of Tuesday that piled the railroad tracks deep with snow. Reports told of three trains being snowed in in southeastern Kansas and one in northern Oklahoma, but work trains had been sent to the scene to clear the tracks.

Railroads in general throughout the storm district, have straightened out their time schedules, and in most cases trains are running practically on time. The rise in the mercury aided in clearing the tracks of the four inches of snow.

In southwest Missouri, where the snowfall in some cases was ten inches or more, traffic was demoralized, but a semblance of order has been restored.

In western Kansas and western Colorado the feet of snow fell. The local weather bureau predicted a drop in temperature tonight for the affected states, but promised clear and warmer weather tomorrow.

## Severe in Texas

DALLAS, Texas, Feb. 21.—Heavy winter storms, accompanied in some sections of Texas by heavy snowfall, has done thousands of dollars worth of damage by wrecking buildings and demolishing railroad, telegraph and telephone service.

San Antonio and Austin, where the damage appears greatest, report a wind, averaging 70 to 100 miles an hour, which damaged many residences, blowing down chimneys and uprooting trees.

## Fenwick Is Killed

NEW ORLEANS, La., Feb. 21.—Attempts to communicate with Fenwick, where it is known a storm raged last night, were unsuccessful today. All wires are down. At points along the Florida coast near Pensacola, a 60-mile-an-hour wind was registered. It was accompanied by a heavy rain.

## C. F. B. Brakeman Killed

REGINA, Sask., Feb. 21.—J. Atkinson, C. F. B. Brakeman, was fatally injured while engaged in switching operations. Deceased was caught between two cars he had gone to uncouple and was so badly injured that he died within a few minutes of being taken to the hospital.

**Alberta Wheat Crop**  
CALGARY, Alta., Feb. 21.—L. P. Strong, general manager of the Alberta Pacific Elevator company, stated last night that grain conditions in Alberta were not comparable with those in Saskatchewan. There would be no grain applied here owing to lack of transportation. He declared the crop might not arrive as rapidly as could be wished, but the crop would be moved if good time.

## Master Mechanic Designs

WINNIPEG, Man., Feb. 21.—Andrew Shields, general master mechanic of the C.N.R., has resigned. He will leave the service next month to engage in private business. Mr. Shields went to the C.N.R. eleven years ago from the C.P.R. where he was locomotive foreman in Winnipeg. Prior to that time he held a similar position with the C.P.R. at Toronto.