

## OFFER T. LUBBE TO PROVIDE WATER TO THE CITY

Consider the Let-  
a Future  
eting.

Waterworks Com-  
mand another offer to  
for the supply of water  
to the city. The offer  
was contained in a  
letter from T. Lubbe, man-  
ager of the Victoria  
quilt Waterworks and  
ad Council.

The discussion before  
the committee in con-  
nection with the incor-  
poration of Victoria  
1873, and amendments  
by the municipality  
which the said  
for an amendment  
upon the city of  
said municipality  
at the boundary of  
ality at the rate of  
usand gallons, and in  
reply of the city's  
to the said pro-  
the cost of such water  
n of the city of Vic-  
cents per thousand  
advise that I am in-  
directors to make the  
to the city without

alt Waterworks Com-  
main supply pipe from  
to the foot of Arm  
West, within the city  
poration connecting  
n, discharging into  
voir.

undertakes to take  
purchase the com-  
not less than twenty  
py will agree to sup-  
water at the rate  
one thousand imperial  
such an amount as  
taken by the city  
our peninsula does  
000 imperial gallons  
any would give the  
purchase the com-  
at the end of twenty  
0, plus the cost price  
incurred by the  
ing extensions to their  
connection has been  
pipe, with the  
city to exercise that  
before then.

water commissioner to  
the right to enter  
the works and means  
for supplying said  
y guarantee to be  
the said water into  
of the street within  
on the date of ac-  
offer by the city, un-  
circumstances ever  
ny has no control.

contract to be entered  
to the above offer

thout prejudice, and  
of the view  
on to be voted on  
LUBBE, Manager.  
d. Stewart the letter  
to be taken up  
ing of the council.  
when the water  
ons will be taken un-  
ld. Stewart said he  
express his opinion on  
the matter should be  
n, and the mayor  
saying if the propo-  
ed the council would  
elled to dip into the  
pretty heavily.

## OVER ON BAY ROUTE

Canada Greatest  
ucing Country  
World.

Feb. 22.—William  
settler of Port  
arrived here from  
No dog trains which  
and the furs he  
the early part of the  
optimistic over the  
Hudson's Bay as a  
to Europe, and he  
the greatest thing  
in Canada when he  
into Port Churchill.  
Bay is only naviga-  
period each year, and  
the assistance of ice  
can be kept open  
Lawrence route, but  
rates via rail to  
eliminated. All that  
needs to make it the  
producing country in  
opening of the short  
Hudson's Bay, and  
the Pacific Railway  
surveys for a line  
which will connect  
at Melville, chief  
From Melville a  
south to the Inter-  
at North Portal,  
with several Amer-

ST. LAWRENCE.  
Feb. 22.—According  
ived from Ottawa,  
the St. Lawrence's  
ipped with wireless  
son.

twenty-one British  
heard singing in win-  
member and January  
are regular winter  
ling, robin, hedge-  
ek and corn-bunting.

## WATER TOO DEEP FOR WHARVES

SUCH IS THE POSITION  
IN PRINCE RUPERT TO-DAY

Says John Oliver in Discussing  
Chances of Government  
Docks.

Legislative Press Gallery, Feb. 22.  
Once more John Oliver, of Delta,  
took up the cudgels on behalf of the  
people of Prince Rupert and the pro-  
vince against the McBride government  
in regard to the agreement which has  
been made as to the division of the  
townsite and especially as to the closing  
of the street ends and the preven-  
tion of free access to the sea.

The premier was roused by the  
strong attack made upon the policy of  
his government and rushed to the de-  
fence, but his attempt to meet the argu-  
ments of Mr. Oliver and the leader of  
the opposition was a very weak one.  
It is more and more clear as the de-  
bate goes on that there is urgent need  
of such a gathering of reliable infor-  
mation as would be done by the com-  
mittee to which Mr. Macdonald has  
moved that the whole matter be re-  
ferred.

Government members talk  
about maps and charts and plans in  
the lands department, and masses of  
information, but when an opposition  
member goes to look for these no one  
knows anything about them and even  
the minister has to confess ignorance.  
Mr. Oliver, in resuming the debate,  
said the president of the council had  
undertaken to show by a specially pre-  
pared map that there was no occasion  
to refer this matter to a select com-  
mittee and to show that the criticisms  
of the agreements were not well-  
founded. But the map was colored  
green on the president's map to show  
the government blocks not in any way  
represent the area. They were  
continued out over land which was  
under water and over which the prov-  
ince had no jurisdiction. Block B was  
extended out thus for 500 feet below  
low water mark. It was quite appar-  
ent the map had been colored for the  
purpose of deceiving the members of  
the House. The president of the coun-  
cil should be referred to a com-  
mittee. Mr. Carter-Cotton had told of  
all the mass of information in the de-  
partment. For two days he had been  
talking for that information could not  
find it. To-day he had inquired  
from the commissioner of lands, who  
admitted that he did not have it.

No Depth for Wharves.  
Block D was colored out about 150  
feet below low water mark. He was  
informed by the survey-general that  
the rise and fall of the tide was 36  
feet. In front of block D there was  
approximately about eighty feet depth,  
and with a rise and fall of 36 feet any-  
one could figure out how far out  
wharves could be built. On the special  
plan at one point in block D the depth  
was shown at forty feet. Where the  
department got this information he  
did not imagine that the members  
believed they did not intend to deceive  
but were simply ignorant. If there was  
one thing the president of the council  
had proved it was the necessity for  
referring the matter to a committee  
before it was ratified. (Applause.)

The president of the council did not  
know.  
The premier said the information  
was supplied by the G. T. P., and it  
was the result of work of their engi-  
neers, as well as the Dominion Geodetic  
survey, represented there by Capt.  
Musgrave.

Mr. Oliver replied that although the  
survey-general had prepared it that  
special had not the information to en-  
able him to give members the depth  
of water there. It was quite plainly  
necessary to refer the matter to a se-  
lect committee, as the member for  
Rossland proposed. Block F, as the  
leader of the opposition stated, could  
have a large portion of the railway  
right-of-way much below low water  
mark. Scaling it he found that over  
800 feet of the 1,500 feet length of the  
block the right-of-way extended from  
ten to thirty feet below low water  
mark. The rise and fall of the tide  
only left a beach or foreshore of twenty  
or twenty-five feet. It naturally fol-  
lows that if the right-of-way went  
beyond that thirty feet below low wa-  
ter for wharves even at the inner edge, it  
was very desirable that members op-  
posite should examine these things.  
According to the specially prepared  
map of the province the government  
there would be found only seven hun-  
dred feet at all available for wharf-  
age, varying in width from nothing at  
the west end to one hundred feet at  
the east.

Overhead Bridges.  
He did not know how the president  
of the council proposed to construct  
timber overhead bridges at a cost of  
\$5,000 each. Perhaps by hanging over  
the sea. Like parts of the Cariboo road.  
Allowing the statutory headway and  
the flooring of the bridge its surface  
would be twenty-five feet above the  
track and a six per cent. curve would  
mean a descent of 476 feet long to the  
wharf, fifty feet wide. This would  
leave only 30,000 superficial feet for  
wharves and warehouses.

"We were told by the president of  
the council," continued Mr. Oliver,  
"that the government was willing to  
offer to exchange 3,000 feet of block K  
for a like extent at the mouth of Hayes  
creek. If there is anything which  
would stamp the government as incom-  
petent it would be satisfied there was  
like that and did not accept it. In the  
neighborhood of Hayes Cove there is  
more value than in the balance of  
the town site. Between high and low  
water mark, in the mouth of the creek  
there is an area of 800 feet deep  
900 feet wide, and from the eastern  
bluff of the cove a block of 3,500 feet  
could be laid out with an average  
width between high and low water of  
125 feet with ample room for the erec-  
tion of piers into the water. You will  
find no 3,500 feet in the six miles of the  
harbor to equal this. Either the gov-  
ernment is so utterly incompetent that  
it cannot realize the advantages of a  
foreshore of that description or the  
offer was never made. There is no  
escape from that position." (Applause.)

Could Get No Information.  
The statement on the specially pre-

pared map was that the depth of water  
taken at the outside of the wharf in  
block F was twenty to twenty-five feet  
at low tide. If there was ever a wharf  
surveyed for at that point he had never  
heard of it.

The president of the council said he  
could only tell the members for Delta  
that plans had been prepared for a  
wharf at that point.

"I can only tell you that I have in-  
quired and can get no information  
whatever about it," declared Mr.  
Oliver. "It is an imaginary wharf and  
an imaginary depth of water and prac-  
tically nine-tenths of this map is im-  
aginary. If the information really ex-  
isted we have it or I know why."

There were two overhead bridges  
provided for in block F. Where were  
they going to? The right-of-way was  
thirty feet below low tide and there  
was 45 to 50 feet of water immediately  
outside the wharf. The president of  
the council going to build his over-  
head bridge? It should be appar-  
ent to members that these matters of de-  
tail could be better handled before a  
committee than in the House.  
The premier declared that the blue  
print attached to the order in council  
was not a final and determining plan,  
as it did not show the sub-division.  
John Jardine pointed out that it  
showed the streets, and that the origi-  
nal agreement called for the opening of  
all street ends.

Mr. Macdonald further drew atten-  
tion to the provision for the approval  
of the plan, and asked if this did not  
make the plan binding.

The premier rectified the provision in  
the agreement now before the House  
that the plan was "subject to such  
rectification as may be found neces-  
sary when the actual survey is made  
on the ground to make it conform to  
the same."

"But only as to the original laying  
out of the street lines," observed Mr.  
Macdonald.

The Case in Victoria.

The premier went on to inform the  
House that the choice of the province's  
quarter in the case of the townsite  
townsite would shortly be completed.  
Nine street ends were provided for,  
and if more were seen to be necessary  
they would be provided. If further ac-  
cess to the sea was required there would  
be ample power in the railway commis-  
sion to order these. In Victoria, the  
premier stated, there was only one  
street running to the water between  
the Causeway and the wharf, though  
on the original plan there had been  
seven, gradually closed up to allow of  
the establishment of warehouses or  
industries. In the matter of overhead  
bridges, also, these could easily be  
built from time to time.

"At whose expense?" asked Mr.  
Oliver.  
The premier replied that they would  
be paid for out of the sales of the  
province's Prince Rupert lots, and  
would not be a serious charge in any  
case.

Mr. Macdonald asked why the dom-  
inant partner should not pay its share.  
The premier replied that it was pay-  
ing its share now of the work being  
done, the first time such a thing had  
ever happened on this coast, paying  
three-fourths of the cost of streets and  
sidewalks. He did not think it would  
be business like to put in permanent  
overhead bridges now, as there would  
be no need of that for several years to  
come."

Mr. McBride went on to read from a  
pamphlet issued by the Prince Rupert  
Security Company, Ltd., of which he  
was secretary, in which he stated that  
the member for Greenwood is secretary,  
in which reference was made to the street  
ends opening to the sea.

"It was early enough for anyone who  
was here last session to think that,"  
observed Mr. Naden.  
The premier admitted the justice of  
this, but considered that on the whole  
the pamphlet endorsed the govern-  
ment's action.

"None of the people in Prince Rupert  
ever dreamt there would be no street  
ends open to the sea," Mr. Naden re-  
marked.

"How many street ends do you want  
to open?" asked the premier.

"More than one in six miles," replied  
Mr. Naden.

Can Trust Company.  
The premier went on to speak of the  
railway company's paramount interest,  
and held that it could be trusted not  
to injuriously affect its own interest,  
which would be that of the province.

"What is the trouble in Vancouver  
about street ends if the railway could  
have been trusted there?" asked Mr.  
Macdonald.

The premier replied that a safeguard  
had not been provided by the province  
there, but it had been here.

In connection with the foreshore he  
said the province maintained that the  
foreshore was its in all harbors which  
had not been Dominion harbors before  
confederation, but to make sure the  
provision had been put in that if the  
G. T. P. ever got the foreshore rights  
at Prince Rupert it would make a  
conveyance to the province of its share.

Mr. Macdonald asked if this was in  
the agreement.

The premier replied that it was mat-  
ter of negotiation between the attor-  
ney-general and the company. He  
stated also that Mr. Ritchie, and other  
preliminary work was being done for  
a wharf by Mr. Ritchie.

"Is it not a fact that Mr. Ritchie is  
a provincial land surveyor and not a  
civil engineer?" Mr. Macdonald in-  
quired.  
The premier replied that he was a  
competent man for this work, and that  
it was not unusual in British Columbia  
for a provincial land surveyor to do  
this work. Mr. Carter-Cotton was get-  
ting the government the expert advice  
of Mr. Legge, the general manager  
of the Union S.S. Company. There was  
a proposal to make the wharf of  
cement instead of on piling, on account  
of the ravages of the tides on timber.

Mr. Henderson asked if the contract  
was let for the wharf.

The premier replied that it was not;  
that the only contracts let were those  
for streets, sidewalks and sewers.

Mr. Oliver asked for an answer from  
the premier as to his statement that  
for 800 feet in length of block F the  
railway right-of-way was below low  
water.

The premier said this was right, but  
the impression that it would prevent  
the building of docks he did not agree  
with.

At six o'clock the premier adjourned  
the debate.

"I tried to get it and could not," Mr.  
Oliver reiterated.

Speaking of the extreme eastern  
block of the province's land, block K,  
the premier said that with some filling  
it could be made a valuable industrial  
section.

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the impression that it would prevent  
the building of docks he did not agree  
with.

At six o'clock the premier adjourned  
the debate.

Exporting Saw Logs.  
John Oliver moved: "That an hum-  
ble address be presented to his honor  
the lieutenant-governor, praying that  
he will cause to be transmitted to this  
House a copy of all orders in council  
allowing a rebate of taxation upon logs  
shipped out of the province during the  
fiscal year 1907-8." Mr. Oliver said he  
did not see the necessity of the govern-  
ment's not to give the commissioner of  
lands an opportunity to explain why  
the government had seen fit to allow  
a rebate upon these logs.

The commissioner of lands replied  
that he would bring down any papers  
there were. There had been no order  
in council, however, but it was a de-  
cision of the council. It had been re-  
presented to the government about March  
last that the lumber industry was in  
depression in the lumber industry most  
of the mills were shut down, and that  
a large number of logs in the water

## HOW TO CURE A HEADACHE.

To attempt to cure a headache by  
taking a "headache powder" is like  
trying to stop a leak in the roof by  
putting a pan under the dripping water.  
Chronic headaches are caused by  
poisoned blood. The blood is poisoned  
by tissue waste, undigested food and  
other impurities remaining too long in  
the system. These poisons are not  
promptly eliminated because of sick  
liver, bowels, skin or kidneys.

If the bowels do not move regularly  
—if there is pain in the back showing  
kidney trouble—if the skin is sallow  
and disfigured with pimples—it shows  
clearly what is causing the headaches.

"Fruit-a-lives" cure headaches be-  
cause they cure the cause of head-  
aches. "Fruit-a-lives" act directly on  
the three great eliminating organs—  
bowels, kidneys and skin. "Fruit-a-  
lives" keep the system free of poisons.

"Fruit-a-lives" come in two sizes—25c  
and 50c. If your dealer does not have  
them write to Fruit-a-lives Limited,  
Ottawa.

Legislative Press Gallery, Feb. 23.  
The House had a long and an  
arduous time of it to-day, the first  
night sitting being held and the session  
prolonged until after the midnight  
hour.

In addition to the budget debate  
being advanced to a stage where the end  
of it is in sight, as told in another  
column, three debates on the second  
reading of bills were closed up.

By a machine majority vote the gov-  
ernment defeated the proposition of  
the leader of the opposition for the  
reference of the G. T. P. agreement  
to a select committee of the House.

Each day that the debate has been  
on has revealed the need for such a  
step as Mr. Macdonald proposed. The  
House is without any authentic infor-  
mation on a number of points which  
it should be in possession of in order  
to intelligently discuss and ratify the  
agreement. Even if it be granted, for  
argument sake, that the government  
can be supported by the facts it has  
in its possession the other mem-  
bers are not possessed of these. As a  
matter of fact, some of the infor-  
mation which ministers state was in  
the possession of the departments the  
member for Delta was unable to find  
when he went to look for it.

The second reading of the medical  
bill was the last thing done before  
the House adjourned for the night.

Mr. Oliver asked: "Is it the intention  
of the government to enquire into the  
truth of the statement made by W.  
Allen, of Cortes Island, that he was  
convicted of trespassing on the lands  
of one W. H. Robertson, whilst, as a  
matter of fact, the said W. Allen was  
doing a public highway established  
by the government?"

The premier replied that the case had  
not been brought to his notice until  
the other day, when certain questions  
were put on the other paper. Since  
then the agent at Cumberland had been  
asked for a full report, and if it ap-  
peared that the statement was true  
should be taken by the government  
that action would be taken.

Grand Trunk Pacific.  
The premier said he had postponed  
his remarks yesterday in order to per-  
use the Dominion order in council  
which was forwarded to the govern-  
ment some years ago and concerning  
which he had had some passages with  
the leader of the opposition. This  
order in council dealt with the Talp-  
nean Indian reserve, which ran up to  
the eastern end of block E and con-  
tinued to the limits of the townsite.  
It occupied about two-thirds of the  
townsite.

Mr. Oliver said that it was shown  
plainly on the map and it was only  
about one-third of the townsite.

The premier went on to say that he  
referred to the matter to show the  
necessity which arose for safe-guard-  
ing the interests of the province. Had  
the provincial government agreed to  
the order in council of April 2, 1906,  
it would have meant the wiping out  
of existence of any interest of the pro-  
vince, which the government was now  
trying to assert. The federal order in  
council recited that the whole of this  
reserve should be handed over to the  
company, as it would be in the public  
interest of the Dominion and the pro-  
vince. The company should have  
it for one final purpose and that a  
result would be the enhancing of the  
value of adjacent property. The hon.  
gentlemen opposite were always ready  
to support their friends at Prince  
Rupert and had the government followed  
the spirit of that order in council, pre-  
sumably the opposition would be to-  
day supporting the government in this  
legislation. But the local government  
did not watch the actions of the Ot-  
tawa government closely in the in-  
terests of the people of British Colum-  
bia, and it was a fortunate thing that  
during this debate the government  
had had two or three occasions upon  
which it could explain this policy to  
the people. It was the intervention  
of the provincial government which  
alone had saved to the province its in-  
terests in that future great terminal  
canyon. The government had done  
had met with the hearty endorsement  
of the people of Prince Rupert and  
the press of the province.

Not All the Press.  
"What about the Prince Rupert  
paper?" asked Geo. Naden.

"Well, perhaps it did not," replied  
the premier. "If it did it would be  
something exceptional. With that one  
exception the press of the province en-  
dorsed it."

"And the Empire is a Conservative  
paper, too," remarked John Oliver.

"It is an advantage of the Conserva-  
tive press of British Columbia that  
they are not bound by party consid-  
erations," the premier responded, hav-  
ing in mind the remarks upon the  
mark at which the opposition laughed  
heartily and the Colonist was in-  
stanced.

"The Colonist is a very good news-  
paper, but not perfect," admitted the  
premier. "The Times for instance,  
was one for joking, however, on the  
government side. In closing he pre-  
dicted that the government would be  
landed at Prince Rupert would fill the  
treasury far beyond the most sanguine  
expectations."

The amendment proposed by the  
leader of the opposition was in the  
following words:

"That the bill and all documents and  
data bearing on the same be referred  
to a select committee, consisting of  
five members, Messrs. Polson, Gar-  
den, Hayward, Naden and the mover,  
to investigate fully the advisability of  
dealing with the questions involved in  
the way suggested, or in any other  
way, with power to inquire into the  
facts, examine witnesses, summon  
viva voce, send or call for documents  
and records, gather evidence, etc., and  
report the same with their findings to  
this House."

The Vote.  
This was lost on the following  
division:

Ayes—Macdonald, Oliver, Munro,

## THEY DARE NOT FACE COMMITTEE

VOTED DOWN MOTION  
FOR A G. T. P. INQUIRY

House Sat Until After Midnight  
and Did Much  
Business.

Legislative Press Gallery, Feb. 23.  
The House had a long and an  
arduous time of it to-day, the first  
night sitting being held and the session  
prolonged until after the midnight  
hour.

In addition to the budget debate  
being advanced to a stage where the end  
of it is in sight, as told in another  
column, three debates on the second  
reading of bills were closed up.

By a machine majority vote the gov-  
ernment defeated the proposition of  
the leader of the opposition for the  
reference of the G. T. P. agreement  
to a select committee of the House.

Each day that the debate has been  
on has revealed the need for such a  
step as Mr. Macdonald proposed. The  
House is without any authentic infor-  
mation on a number of points which  
it should be in possession of in order  
to intelligently discuss and ratify the  
agreement. Even if it be granted, for  
argument sake, that the government  
can be supported by the facts it has  
in its possession the other mem-  
bers are not possessed of these. As a  
matter of fact, some of the infor-  
mation which ministers state was in  
the possession of the departments the  
member for Delta was unable to find  
when he went to look for it.

The second reading of the medical  
bill was the last thing done before  
the House adjourned for the night.

Mr. Oliver asked: "Is it the intention  
of the government to enquire into the  
truth of the statement made by W.  
Allen, of Cortes Island, that he was  
convicted of trespassing on the lands  
of one W. H. Robertson, whilst, as a  
matter of fact, the said W. Allen was  
doing a public highway established