

NO MORTGAGE ON ROAD—INTEREST AND PRINCIPAL GUARANTEED

AGREEMENT MADE WITH THE CANADIAN NORTHERN

Belated Document at Last Brought Down by the Premier—Real Terms Disclosed to the Electorate of British Columbia.

Notwithstanding his declaration to the leader of the Opposition that he would not give out the terms of his compact with Mackenzie & Mann until he (the Premier) could do so himself...

The statement as handed out reads as follows:

THE MEMORANDUM. Memorandum to form the basis of a contract between the Government of the Province of British Columbia and the Canadian Northern Railway Company...

The Railway's Obligation. The Canadian Northern Railway Company agrees as follows:

- 1. To build a line of railway to connect with the main line of the Canadian Northern Railway through the province from the Yellowhead Pass to the city of Vancouver, via the North Thompson river to a point at or near Kamloops; thence down the South Thompson and Fraser rivers, through the city of Vancouver, and to English Bluff, south of the Fraser River, the distance not to exceed 500 miles.

The Province's Obligation. The government of the province of British Columbia agrees as follows:

- 1. To guarantee the bonds of the railway company to the extent of \$35,000 per mile of the said line built within the province, together with interest thereon at the rate of four per cent. per annum payable half yearly.

CONTRACT WITH KETTLE VALLEY

Agreement made this 26th day of October, 1909, between His Majesty the King, in the right of his province of British Columbia, herein represented and acting by the Hon. Richard McBride, premier of the said province, hereinafter referred to as the province, of the one part, and the Kettle Valley Railway, hereinafter called the railway, of the other part...

FEWER CHINESE COMING TO CANADA

Only 467 Paid Poll During the Past Twelve Months.

Ottawa, Oct. 30.—A report from the department of trade and commerce shows that during the twelve months ending with October 22nd, the total number of Chinese entering Canada subject to the poll tax of \$500 was 467, or only about half the number who entered during the preceding twelve months.

GREEK NAVAL REVOLT IS OVER

GOVERNMENT TAKES POSSESSION OF ARSENAL

Eight of the Ringleaders Are Now Under Arrest.

Athens, Greece, Oct. 30.—The naval mutiny against King George has ended. To-day the government took formal possession of the arsenal which was held yesterday by the rebels and the insurrection so auspiciously begun by Lieutenant Tzypalios came to a sudden and decided close.

MURDERER IS GIVEN LIFE TERM

TRIED AND SENTENCED IN TEN MINUTES

Pleaded Guilty to Killing Two Sisters and Brother-in-law.

Kansas City, Mo., Oct. 30.—James G. McMahon pleaded guilty in court at Kansas City, Kansas, late yesterday to the murder of his two sisters, Rose McMahon and Mrs. Alonso Van Royen, and his brother-in-law, Alonso Van Royen. He was sentenced to life imprisonment in the Kansas penitentiary at Lansing. A deputy sheriff left at once for the penitentiary with the prisoner.

LIBERAL NOMINATING CONVENTION WEDNESDAY

Gathering Will Be Held in Broad Street Hall—Young Liberal Club Will Meet Monday—News From Other Constituencies.

(From Saturday's Daily.) The Liberals of Victoria will meet on Wednesday evening, November 3rd, in Broad street hall, for the purpose of choosing four strong candidates to contest the city in the general elections.

TWO SCHOONERS GO ASHORE DURING GALE

Steamer Has Been Sent to the Relief of Stranded Vessels.

St. John, N. B., Oct. 30.—According to advices from Quaco to-day, two schooners, one a large vessel, are ashore at that place, having struck during a heavy gale last night. The vessels are in a dangerous position and the government steamer Lansdowne has left for the scene to render aid.

FIREMAN KILLED

Crushed to Death by Falling Wall—Two of His Comrades Are Seriously Injured.

Philadelphia, Oct. 30.—One fireman was crushed to death and two were seriously injured to-day when they were caught under a falling wall of the burning Gandy block.

PROMINENT K. O. F. DEAD

Nashville, Tenn., Oct. 30.—R. L. C. White, for 22 years supreme keeper of records of the Knights of Pythias, died here to-day at the age of 83 years. He had been ill for five weeks.

DIES AGED NINETY

William Spencer was Employed by Hudson Bay Company on Vancouver Island.

Prince Albert, Oct. 30.—William Spencer, who spent sixty years in the service of the Hudson's Bay Company, being many years in Hawaii and on Vancouver Island, died to-day at the age of ninety. He was born at Moose Factory.

KOREANS ATTACK RAILWAY STATION

BUILDINGS ARE BURNED BY REVOLUTIONISTS

It's Assassin Lauded as Patriot and Further Trouble Feared.

(Times Leased Wire.) Seoul, Korea, Oct. 30.—Aroused by the assassination of Prince Ito and the reports that his assassin is to be made an example of before the people, more than three hundred Korean revolutionists attacked the railroad station at Jin, a town on the Seoul-Fusan line, and started a wild riot late last night.

AUSTRALIAN DEFENCE

Melbourne, Oct. 30.—The defence bill has passed its third reading in the House of Representatives.

ASTOUNDING NATURE OF TERMS WITH RAILWAY

Agreement Now Published Not Only Enormously Increases Obligations of Province But Contains No Safeguards.

Yielding to the demand for his contract with the Canadian Northern Railway Company, Premier McBride has submitted the document which is printed on this page.

To say that it comes as a thunderbolt is to state the case mildly.

Not only is the charge of the Times that the province guarantees not only the interest on the bonds, but the principal as well, fully borne out, but the statement of government supporters, from the Premier down, that the Canadian Northern gives the province a first mortgage on its road is shown to be absolutely without foundation.

Not only is the obligation of the province enormously multiplied, but its security is reduced to a cypher.

In the many railway policies with which this province has been humbugged in the past there has never been one in which the preliminary statements by the head of the government have been so utterly at variance with the real terms of the agreement.

The amazing thing is that any public man would take such risks, knowing that sooner or later the real facts would become known.

The reason for the Premier's refusal to allow the agreement to be examined is now apparent. The viciousness of the terms he hoped evidently to break through to the electorate by allowing a misleading campaign to precede the real document, and to reach outlying portions of the province, where the actual terms will not become known until after the election, the date of which has been rushed.

Does the public wonder now, why Messrs. Tatlow and Fulton resigned? Here are some of the discrepancies between the statements of the government and the facts as now disclosed:

THE GUARANTEE. Premier's announcement: "To assist the company with the construction of the road, the government will guarantee the interest on the bonds of the railway company to the extent of \$35,000 a mile of the said line built within the province. TOGETHER WITH THE INTEREST THEREON at the rate of four per cent. per annum, payable half-yearly."

Colinist announcement, the day after dissolution: "To assist the company in the construction of this road, which will cost about \$50,000 a mile, the government will ask the Legislature to GUARANTEE INTEREST AT FOUR PER CENT. ON \$35,000 A MILE."

It will be observed THAT ALL THE ABOVE TERMS ARE TO LOAN ITS CREDIT TO THE COMPANY BY GUARANTEEING INTEREST ON THE BONDS OF THE COMPANY AT FOUR PER CENT. etc.

That there was no question regarding the impossibility of conveying in so specific terms is evident from the interview held by the Colinist reporter with Mr. C. E. Redfern, who stated that he approved of the deal. He was careful, however, to explain that his support was conditional on the terms being as represented. Here is what he said:

"The most important point in my mind is the fact that the administration has safeguarded the people's interests. In return for the GUARANTEE OF THE COMPANY'S BONDS TO THE EXTENT OF FOUR PER CENT. ON \$35,000 A MILE the government GETS A FIRST MORTGAGE ON THE ROAD. If that clause were not in the agreement I WOULD BE INCLINED TO OPPOSE IT."

THE SECURITY. Premier's Announcement—"For security THE PROVINCE WILL HOLD A FIRST MORTGAGE ON THE LINE OF RAILWAY IN BRITISH COLUMBIA and will have a covenant from the Canadian Northern Railway Company indemnifying it from any loss that might possibly occur."

In Richmond there is going to be warm opposition to Hon. F. Carter-Cotton in the Conservative convention. C. M. Woodworth and Arnold E. Kelly are both after the nomination hot-foot. The Liberal candidate will probably be J. S. Weart.

Local Option Candidate. Mission Junction, B. C., Oct. 30.—At the Liberal convention yesterday, Alister Thompson was nominated on the local option ticket in opposition to W. J. Manson in Dewdney.

Munro Will Be Re-elected. Chilliwack, Oct. 30.—Chas. W. Munro will be the Liberal candidate in this district. (Concluded on page 8.)

ASTOUNDING NATURE OF TERMS WITH RAILWAY

Agreement Now Published Not Only Enormously Increases Obligations of Province But Contains No Safeguards.

cost of construction. The present agreement contains neither a mortgage nor such safeguard. Under it Mackenzie & Mann may float bonds for an amount greatly in excess of the mere difference between the province's guarantee of \$35,000 and the actual cost of construction. These bonds would meet with ready sale because they would be first mortgage bonds on the road, and would have to be retired before the government would be secured. The province will thus be in a worse position than a second mortgage because the company may over-emburden the line by giving first mortgage bonds for an excessive amount.

THE GRADE. Mr. Mann—"Our agreement with the government provides for a maximum grade not exceeding one-half per cent."

The Agreement—"The line of railway to be constructed under such contract shall be equal in every respect to THE STANDARD OF THE CANADIAN MAIN LINE BETWEEN WINNIPEG AND EDMONTON."

This line has an average grade, not of a half per cent, but of several times a half per cent. It would have been the easiest thing in the world to have specified maximum gradients and curves, as was supposed would be done in accordance with Mr. Mann's interview. Instead a loose description is inserted which means nothing.

THE CONTRACT. Not even is the alleged contract itself in accordance with what was promised. It is a loose memorandum of the government's own making in violation of the agreement that Mr. Mann wanted to complete the contract the premier wanted more time to think out details. The memorandum is signed by Mr. Mann, but not by any member of the government. This may be a fortunate thing for the province, but it fails to explain the premier's haste in snapping a verdict from the people.

Here is his statement the morning after dissolution: "The Premier—"As it is well understood it has been my intention to submit no railway policy to the people of British Columbia until I was in a position to ANNOUNCE A CONCRETE PROPOSITION IN THE NATURE OF A CONTRACT with a responsible organization for the immediate construction of a road. THIS I AM ABLE TO DO."

The public may judge if the present document comes within the terms of what the premier describes as "a concrete proposition in the nature of a contract."

Notwithstanding the insistence of government organs that the contract is not a divisible one, and that the island section must be built at the same time as that on the mainland, a careful scrutiny of the terms will fail to disclose the slightest safeguard where the company can be compelled to complete the undertaking, any penalty for such failure, or any means of exacting the penalty if it were there.

The effect of the publication of this document should shatter any hopes the government party may have had that they could impose it on the credulity of the people, while the gravity of its obligations and the absence of all safeguards should cause other members of the premier's own party to follow the example of Messrs. Tatlow and Fulton and "stand from under."

VANCOUVER DRYDOCK SCHEME FALLS THROUGH

Efforts to Make Satisfactory Financial Arrangements Fail.

(Special Correspondence.) Ottawa, Oct. 30.—Negotiations with the government looking to the establishment of the proposed drydock at Vancouver under the regular subsidy provided for in the act passed last year, have fallen through. The company which had the project in hand has been unable to make satisfactory financial arrangements to carry it through.

NEW C. P. R. LINE

Calgary, Oct. 30.—The first train over the new Canadian Pacific line from Winnipeg to Calgary via Saskatoon and Wetaskiwin, arrived here at 11 o'clock Thursday. Mr. Whyte stated that the time of operation of regular trains over the new line could not be definitely set as yet, but expects, however, that the first of the year will see the line in good running order.

Advertisement for Dr. J. W. Wootton, featuring a portrait and text about medical services, including treatments for various ailments and a notice regarding a business partnership.

Advertisement for a business partnership or company, mentioning 'S. Y. WOOTTON' and 'Joint Stock Company'.

Small advertisement or notice at the bottom left corner.