

and others, for leave to infroduce R inverse and Telkwa Railway Company. (No. 10.)
By Mr. Ellison—From James Ritchie and others, for leave to introduce a private bill to incorporate the British Columbia Central Railway Company. (No. 21.)
By Mr. Ellison—From the Midway and Vernoa Railway Company. (No. 21.)
By Mr. Harwhornthwaite — From Henry Bennett and others, re game preservation and game licences.
By Mr. Manson—From R. L. Patterson askid if this was not a private bill to confirm to the British Columbia Northern and Mackenzie Valler Railway Company certain rights
Company act, 1903. (No. 11.)
The following petitions were read and receive:—
From the eity of Vancouver, for a From the Columbia Content and Mackenzie Valler Railway Company act, 1903. (No. 11.)
The following petitions were read and the content had no jurisdiction. <text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text> Lover on False One and received:— From the city of Vancouver, for a private bill to amend the False Creek Foreshore Act, 1904. (No. 22.) From the city of Vancouver, for eave to introduce a private bill to amend he Vancouver Incorporation Act, 1900. No. 12.) (No. 12.) From E. L. Drewry, H. Crewe and Conrad G. Riley, for leave to introduce a private bill to incorporate the Ashcroft and Cariboo Railway Company, (No. 18.) From J. A. Mara et al., for leave to introduce a private bill to incorporate the Canada Plate Glass Company. (No. From E. C. Bagshawe and others, for From E. C. Bagshawe and others, for leave to introduce a private bill to in-corporate the Cowichan-Alberni Railway Company. (No. 8.) From the Granby Consolidated Min-ing, Smelting and Power Company, for leave to introduce a private bill to am-end its corporate act. (No. 23.) From W. A. Anderson and others, for leave to introduce a private bill to in-corporate the Kamloops and Yellowhead Pass Railway Company. (No. 4.) From the Pacific Coast Fire Insur-ance Company, for leave to introduce a private bill to amend, its corporate act. (No. 3.) From John Breckenridge and others, b (No. 3.)
From John Breckenridge and others, for leave to introduce a private bill to incorporate the St. Mary's Valley Railway Company. (No. 16.)
From Otis Staples and others, for leave to introduce a private bill to incorporate the St. Mary's and Cherry Creek Railway Company. (No. 15.)
From the Union Steamship Company, for leave to introduce a private bill to a and its corporate act. (No. 17.)
On the motion of Hon. Mr. Wilson nd from Philadelphia for Monday afternoon and On the motion of Hon. Mr. Wilson bill (No. 15) intituled An Act to consoli-date the Municipal Clauses Act and am-ending Acts, was introduced, read a first time and ordered to be read a second time tomorrow. Savannah today. says the schooner grounded ad shoals. All save four sea-self included, took to the boat being smashed and the and two men being drowned. the others capsized. the men who remained with per left on a raft, he left on ink and the fourth remained. hips passed Sumner at a dis-re he was picked up. me tomorrow. On the motion of Mr. Drury, seconded y Mr. King, it was resolved,— That an order of the house be granted or a return showing the number of mber leases and licences granted dur-ing the year 1905 on Vancouver Island, ith the names of the lessees, the area

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ER TRAIN WRECKED.

N. J., Jan. 17.—A passenger be Central railroad of New ped the track today and the overturned, crushing firemas mson to death and injuring r. The passenger coaches.

r. The passenger coaches. If the rails, remained upright the occupants were in

GANG PLANK

vivor of Thirteen Picked by Atlantic Liner Monday.

Ga., Jan. 17.-Adrift on a from nine o'clock last Sununtil five Monday afterut food or water, Karl Sumonly surviving member of a irteen people, aboard the four ner Robert Stevenson was by the German steamer Eu-

Savannah today.

ON A

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2 \$1.25 3¼ 20

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9 to 10

Her Relatives.

boat's crew would also have been en-dangered, perhaps lost. When the rescuing steamer arrived, another boat's crew was preparing to make the perilous journey by open boat to Cape Beale. And, had these seamen but known, there was succor at Nootka, eight miles distant, a lighthouse, tele-graph station and settlement at Clayo-quot, and many settlements interven-ing between them and far away Cape Beale. or smoke-note in the centre of the state and with the sides showing chinks in places that allowed the wind to whistle through on an inclement day. More-over, the hardpan of the beach formed the floor. But, such as they were, they furnished shelter, and the men

gratitude to Captain Townsend and his officers, who they said had done all possible for them and they wished to return to them their most heartfelt thanks. Donald McLeod, the sailmaker, be-

in the province of Ontario 440 were deducted, having been returned pre-viously under two headings. Quebec, New Brunswick and Manitoba give in-creases in the Indian population, while Ontario, Nova Scotia, Prince Edward Island, British Columbia and the Northwest show decreases. The ag-gregate earnings of the Indiang from sources exclusive of money annuities and rentals was \$4,624,778, which is \$248,973 more than the previous year. About 45,000 acres are under cultiva-tion and \$1,264,705 was realized from grain and roots harvested. Lieut.-Col. John Macpherson, treas-

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