WIND

tched Air Collars TIC COLLAR CO., GRANBY, P.Q. gest, most durable, lightest, ing Horse Collars on earth. xertion than with any other s and shoulders. The stitchffected by moisture, and will ghtest buggy to the heaviest est leather, and tested by ill, and are so maranteed. TRAW COLLARS

lenge all others for durability e Pncumatic Collars excepted PANY, OF MONTREAL, LTD. ada, with full stocks at nnipeg, Victoria & Vancouver, B.C.

h the importation of Chinese ese labor to this province to place of white iabor. Thereresolved, that the Victoria d Labor Council strongly conaction taken by the governthose members who supported heir opposition to the introduche anti-Chinese and Japanese the Alien Labor bill, which atly before the legislature, as that they are not the true the working men. Resolved, py of this resolution be for-Messrs. Hon, J. H. Turner, Hon. C. E. Pooley, Hon. Jas. on. G. B. Martin, Hon. D. M. nd to Messrs. R. P. Rither, ng and John Braden, M.P.P.'s.

v delivery van belonging to Arcade, while going up Oak ue on Thursday afternoon, heel, and in consequence the man named Evans, is now lye Jubilee Hospital suffering oken leg. The van is a new ng just arrived from the makeast, and this was the first as used. The supposition is became unscrewed, allowing to come off. Evans is still ilee Hospital and it was reas afternoon that he is reas rapidly as might be expect-

on his way from Nanaimo Provincial Constable Hutch iced William Moyer, who is y the Nanaimo police, get on at Duncan's Station. He placnder arrest and upon his ar handed him over to the city hief Sheppard notified the Nawill be down to-morrow, wanted for defrauding the wing Machine Company. He at he took \$50 from the comlost it in a poker game, but was on his way to the Sound money from relatives to repay

new mining companies, notice orporation of which were givlast issue of the British Colazette, follow: Amazon Gold Milling Company, of Ross-00,000; B. C., London & Kooning & Development Company, \$2,000,000; Chrysolite Gold Development Company, Wash., \$1,000,000; Cody ning & Milling Company, San-000; Dunlop Mining & Investmpany. Rossland, \$1,000,000: e Mining Company, Spokane, ouver, \$500,000: Hastings. ploration Syndicate, England, Gladstone Mining Company, \$1,000,000; Golden & Fort elopment Company, Golden, Good Hope Mining & Milling Rossland, \$1,000,000; Kaslo-Mining & Milling Company, 1.250,000: Keystone Gold Min any. Rossland. \$1,500,000; Development & Improvement Nelson, \$1,000,000; Pacific Construction Company, Ta-20,000; Pavo Consolidated ssland, \$150,000; Ruth-Esther ing Co., Spokane, \$1,000,000; pper & Gold Company, Se-.000: Standard Mining & De-Company, Rossland, \$1,000, Mining & Prospecting Com-Westminster, \$100,000; Wild Mining Company, Spokane,

SHIPPING.

Marine Circles During the st Twenty-Four Hours.

April 14.-First Officer the Tacoma, has lately sepatent on a new device for re the speed of a vessel. It is a marine cyclometer, and conshaft through the hull of the which is attached a miniature This is geared to an indicator ridge which registers er in charge the speed of the each mile is told off.

hooner Fortuna, recently pura southern firm to be used in long the Mexican coast, left outh this afternoon in command dreen, who came here to close

we told you that your was starving, that it ly didn't get enough , you might resent it. vet there are thousands pies who never get the ey should in their food to are not able to digest t that they do get. Fat necessity to your baby. baby life and baby

y. A few drops of s Emulsion for all little one, two and three of age is better than n for them. They and grow on it.

COTT & BOWNE, Belleville, Ont.

REDUCED MAJORITY

Government Deserted by Supporters on Second Reading of Railway Aid Bill.

Mr. Turner Tries to Change Opposition Through Agency of Misleading Telegrams.

Some Strong Speeches Delivered in Favor of State Ownership of Railways.

Thursday, April 15, 1897. he Speaker took the chair at 2 ek; prayers by Rev. J. F. Betts. REPORTS.

and marriages. Booth presented a report from the committee to the effect that he South Kootenay Power Combill. The report was received.

LOAN RAILWAY AID BILL Mr. Sword, rising to a question of ivilege, said that he had been misreorted in the Colonist. He had not said t he would be forced to consult his ituents before voting for the aid Victoria, Vancouver & Eastern What he had stated was that in accord with his constituents British Pacific at the last eleche would have to consult his ents before voting for a bill to British Pacific. MR. WILLIAMS.

sh views, but he (Mr. Rithet) on himself to be very selfish in tter and very narrow in his At a public meeting in Victoria and stated that he would reictoria was made the terminus. remarks regarding the \$16,000,000 to do so. nowledge of the route between Penticton would apply to the Bute to Quesnelle. The route

het-It is nothing of the kind. Williams-The road from the Kootenay was a very one. The citizens of Van-Victoria and Fraser rivhave given expression to their favor of this road. He was red to go as far as Mr. Forsay all roads should be built by ents, but when the local house grant a subsidy and the Domlna subsidy, the government indertake the construction of the nd reap the profit that is sure to ed from the operation of the He would have voted for the that there was embodied in the

for the British Pacific. MR. BOOTH.

DR. WALKEM.

Walkem said there were more hese roads at least that there Kootenay would be removed. day." satisfactory arrangements temptible trick.
de with the E. & N. Raile an unprecedented rush to parliamentary. ootenay wouldn't be in it. of securing ferry with was between Vancouver He hoped to see such

rfect one and would better interests of the province. COL. BAKER. railways under certain condito do anything that would be plause.) tal to the province. If a railnon, the company would have

inmittee as would make the

and was therefore opposed to of the opposition. If the Dogovernment, the reed the bill. (Laughter.)

MAJOR MUTTER. Mutter opposed state ownership in his own district of Cow- others." Major Mutter was op-

MR. KENNEDY.

Mr. Kennedy was in favor of government ownership of the railways, but if this couldn't be carried out he believed that railways would be built where they will do the most good. Mr. Rithet' would call the opposition obstructionists because they opposed the British Pacific. He quoted from reports to show the road from Bute to Quesnelle will cost \$7,500,000. How the money can be secured to build this road that will not pay for axle grease passed his comprehension. He was told that Mr. Rither and his friends had grabbed all the land near Bute Inlet.

Mr. Rithet-I emphatically deny having any interest in an inch of land at

Mr. Kennedy accepted the denial. He did not believe the Hon. Wilfrid Laurier had ever used the expression credited to him by Col. Baker. He would vote against the bill because of the British Pacific subsidy.

MR. GRAHAM.

Mr. Graham said there was no district Hon. Mr. Eberts presented the annual which could be more affected by the bill than his own. He told of the ararngements made with Mr. Heinze. The bill brought down made the position a most peculiar one. The government gives a the had been proved in the bonus of \$4,000 a mile on condition that tary boasts that they had fooled the a road is built within two years from Penticton to Grand Forks when Mr. Heinze has put up a bond of \$50,000 that he will construct the road within 18 months, or in six months less time than the government make a condition of giving a subsidy of \$4,000 a mile. (Hear, hear.) Much had been said about local jealousies, but Mr. Graham read resolutions from his district which were to the effect that while the people recognized the necessity for a railway, they did not believe that the province should be sacrificed to secure the same. The government will never have such an excellent opportunity of making a governmet railway a paying one. Mr. Gra-Williams said the bill could very ham strongly advocated the construction have been called the Heinze- of the road to Kootenay as a govern-Aid Bill. Mr. Rithet had been ment undertaking and just as strongly lecture other members on opposed the British Pacific scheme.

MR. POOLEY. Hon. Mr. Pooley opposed government construction of railways and said that if the government were to undertake the rote for the road to Kootenay construction of the lines mentioned in the bill it would have to borrow over

MR. ROGERS.

Mr. Rogers would support the second Hene to Penticton was just as reading, and resented Mr. Kennedy's asown as the route from Bute to sertion that the British Pacific was going to run from nowhere to nowhere.

MR. MACPHERSON.

Mr. Macpherson strongly opposed the bill. He took Mr. Booth to task for his position on this subject. He characterized him (Booth) as a spineless and weak-kneed individual who could utter dependent words, but was always

get a road into Cariboo for ways were paying concerns. He went from the line of the C.P.R. The govern-The land in the grant given into figures to show that those govern-British Pacific was not worth ment roads gave cheaper rates than swallow the British Pacific bodily and Mr. Booth opposed the con- roads in this country and still pay a of any road by the government, profit. This province should emulate the example set by the other colonies and take a bold stand to rid the people of the incubus of private railways.

Mr. Macpherson then referred to the onsider in the bill than the following telegram, a copy of which the He believed with regard premier had sent to the Mainland cities: Opposition members opposing bill proharm in voting for the bill, viding subsidy coast to Penticton. There ould never be built. With is no British Pacific in this. They reto be granted to the road quired \$240,000 annually; this is only eton and Boundary this road about \$80,000. Opposition action will be built, and when this is tend to prevent Dominion subsidy. Inessity for the road from the struct members before 3 o'clock Thurs-

note for the bill, although he This telegram was worded to mislead doing so, and in the future those to whom it was sent. The British the course. He was opposed Pacific was mentioned in the bill and gested in the bill was taken advantage from the coast to Kootenay. the opposition were not opposing the aid of by railways it would result advanas of Nanaimo had not ex- to the Coast-Kootenay road. The sendelves in favor of this road. ing of the telegram was not the conduct granting aid had often agitated and per- portunity of saying a good word for this there was no sum in the of an honorable man, for an honorable plexed the legislature as to what was grand medicine.

Any who are supported to the province. He referred to the province of the

the matter of baser metals, say it outside, but the language is un-

Mr. Macpherson-If the language is unparliamentary I will withdraw it, but it is not strong enough to characterize the premier's conduct.

Mr. Macpherson pointed out that the C.P.R., having secured the B. C. Southern charter, was in a position to build the line from Kootenay to the coast d. Baker said that a great deal and the province might be bonusing the said in favor of state owner- C.P.R. to build another line through the such railways had, when P.R. to grind the people under another n the best of business principles, monopoly. He would have been ready paid expenses. It was the duty to assist the government in a vigorous covernment to stand firm even if railway policy, but he could not support to withstand popular opinion the second reading of such a bill. (Ap-

Hon. Mr. Turner said that it was his pany gets \$4,000 per mile from duty to send such a telegram, as he had ce and \$8,000 per mile from promised to inform the Mainland delegates who had interviewed the governbuild the road. The policy of in the bill. He had received some an

warmly support that plan, but he was sent the views of the people of Chilli- looked. He was in favor of the governgoing to wait and in the meantime he wack. The premier had attempted to ment making such arrangements with would support the bill. (Laughter.) mislead the people. The telegram from any company receiving aid as would al-Chilliwack was signed by the defeated government candidate.

Mr. Sword-Rut these ao not repre- make the measure before the house sent all the people of Chilliwack. Mr. Kennedy said the premier had deliberately attempted to deceive the peo-ple of the Mainland by sending a telegram saying there was no British Pa-cific in the bill. Notwithstanding the telegram from New Westminster he would vote against the second reading.

The Speaker then called 6 o'clock. EVENING SESSION

Mr. Coton resumed the debate after recess. He referred to the telegrams and stated that neither he nor any other member of the opposition had ever opposed the granting of liberal subsidies for railways to open up this province. The opposition were in earnest about this matter, while the government were not. The government, two weeks ago, brought down a bill and inferred that this was their railway policy, that the members could consult their constituents and get their views upon this policy. But after the members had consulted

than the bill, and the provincial secre-

opposition, that by this the government had shown great statesmanship. Col. Baker had also stated that Hon. railways. Mr. Cotton did not believe Pass to Kootenay. Received. that Mr. Laurier had ever made use of that that government would refuse to collecting stumpage dues from free province. Mr. Rithet had delivered an grant?" eloquent speech, a carefully prepared speech, a speech so full of figures and facts that it would require at least three months for an ordinary man to bill was read a second time and was digest it. He had traveled all the way to Nova Sectia, ves, to the Antipodes. but he had said but little that had a direct bearing on bill No. 34. Mr. Booth told a very doleful tale. He had said the C.P R. had got hold of the province, that it was useless to protest and the people must take their medicine, but it remained for Major Mutter

to offer the most remarkable arguments in favor of the bill. That gentleman seid that the government of this province could not build railways the same as in Australia because there were snowslides in this country. (Laughter.) If Major Mutter votes for the second reading of this bill, his constituents will consign him to a place where snowslides are welcome. (Loud laughter.) When the major is buried beneath the snowslide of votes he will probably be heard uttering faintly, "Hear, hear." (Loud laughter.)

Mr. Cotton did not wish to discuss this question from a party standpoint. This and voting for the government against province, with respect to railways, was different from the other provinces in the principle and right. Mr. Macpherson different from the other provinces in the showed the advantages of government Dominion. It was a virgin field with have followed the use of Dr. Williams' ownership of railways. The present gov. the exception of the C.P.R. and one or Pink Phis is that of Mrs. Geo. N. Godprivate companies over 30,000,000 acres of land, and in addition to this the govicy should be adopted. There is no polernment wanted to give companies cash icy in the government's bill. The oppoment found that the people would not they are now attempting to give it to them niece by piece. He was firmly convinced that the read from Penticton to Boundary Creek was of so much importance that it should be built at once. It was the key to the railway situation and should be under the control of the government. Mr. Cotton ridiculed Mr Pooley's figures and showed that the amount necessary for the government to borrow to construct the railways mentioned was far less than that stated by the president of the council. If people are going to put up the money to build railways they should have an interest

in those railways. (Applause.) MR. EBERTS.

Hon. Mr. Eberts said if the aid sugtageously to the province. The style of than grateful and will never lose an opaids granted to the E. & N., Shuswap The Speaker—You may think that or & Okanagan and other railways. In-say it outside, but the language is un-directly the bargain with the S. & O. Railway Company was a good one. The spring medicine there is nothing else province had lost nothing by the assistance to the Nakusp & Slocan. He ridiculed Mr. Cotton's contention that the road to Cariboo should be built by the C.P.R. The line from Bute Inlet be persuaded to take any pink colored would have the advantage of all the preparation, or something else alleged competitive lines to the coast, as transcompetitive lines to the coast, as transportation from the termini of those lives to Bute Inlet by water would be very indeed. The government were alive to the fact that the Boundary Creek district must be opened out by a railway at once in order to preserve that growing trade for the people of the rovince. The opposition would not come before the country with a policy of government ownership of railways. The government of the province of Ontario never took up the state ownership of railways. MR. HELMCKEN.

Mr. Helmcken said a great deal of praise was due the members of the opin the bill. He had received some beswers to the telegrams, among them beswers to the telegrams, among t undertake state ownership of this afternoon at meeting of chizens: speech. He went into the early history of the opposition. If the Doaid bill as brought down by the prem- the coast to Cariboo was then mooted. ier, only objecting to car ferry stipution that he had at last the courage to business and asking change of words bring in such a measure as he did. If the would rest on the opposition, 'English Bluff' to 'English Bluff or nav- government had introduced such a measigable harbor in vicinity." I have also ure before this the country would be in had one from Chilliwack as follows: a better position than it is to-day. There Mutter opposed state ownership "Chilliwack strongly favors government was a great deal of force in the policy sys and said the climatic and subsidy for direct line Vancouver and of the opposition, but it was better to onditions here were different Coast to Penticton to connect with lines see that the best use was made of the Se in Australia. The policy of to Kootenay. Markets must be secured. funds placed at the disposal of the government ownership of railways was (Signed) S. A. Cawley and twenty-three criment. There might be a decided obtained in the control of the ernment. There might be a decided objection to giving aid to certain parties Mr. Sword said that as Chilliwack was for a road from Penticton to Grand o giving Mr. Heinze the land unrepresented in the house, and as he said \$4,000 per mile. (Hear, hear.)

Dossible for the government to roads and build them he would sam read by the premier did not represented in the district for some time, he took the liberty to say that the telested by the government. The interests of the people should not be over-

low the government to purchase railways at reasonable terms. All should Mr. Turner-And twenty-three others. join hands and unite in endeavoring to

as perfect as possible. The division bell then rang and the members took their seats preparatory to voting. Dr. Walkem and Capt. Irving did not hear the division bill and came in as the Speaker was about to put the question. Capt. Irving came in first and was allowed to vote, but the doctor was told that he was too late. Messrs. Smith and Stoddart, who, it is understcod, are opposed to the bill, were not in their seats when the vote was taken.

Mr. Kellie voted against the second reading. The division follows:

Ayes-Turner, Baker, Eberts, Pooley, Martin, Bryden, Rithet, Adams, Huff, Rogers, Booth, Irving, Braden, Macgreger, Mutter, Helmeken, Hunter-17. Nays-Semlin, Cotton, Williams, Graham, Kennedy, Forster, Hume, Sword, Kidd, Macpherson, Kellie—11.

An act to amend the Nelson & Fort

Sheppard Railway Subsidy Act, 1892, was brought down by message and read a first time. It enacts that: The time limited by section 14 of the Nelson & Fort Sheppard Railway Subsidy act, their constituents the government intro-1892, for designating and surveying the duces an amendment more important lands to be granted to the Nelson & Fort Sheppard Railway Company, in pursuance of the said section, is hereby extended for six months after the passage of this act.

Mr. Hume presented a petition from Mr. Turner had daid that his govern- Fort Steele in favor of the Crow's Nest ment would give no aid to state-owned Pass railway running in through the Mr. Macpherson asked the chief comthat expression. He might have said missioner of lands and works: "What that the Dominion government would not authority have the agents of the Nelson build railways, but that did not imply & Fort Sheppard Railway Company for grant subsidies to railways built by the ers on the Nelson & Fort Sheppard land Hon, Mr. Martin in reply said: "No

authority. The Bedlington and Nelson Railway then considered in committee. It was reported with amendments. The house adjourned at 11:05 p.m.

till 2 p.m. on Easter Monday. NOTICE OF MOTION. By Mr. Smith-In committee on the Loan bill to move to strike out all the words after the word "from" in line one of the bill, and insert the words "Ashcroft to Forks Quesnelle, approxi

THE BETTER FOLLOWS THE USE OF DR WILLIAMS' PINK PILLS

Health and Strength the Certain Oui-Renewed Freshness and Vigor.

Among the remarkable cures which

Purest and Best for "able and Dalry No adulteration. Never cakes.



Services Conducted at This Season by the Hebrews of Every Clime.

come-They Are Unrivalled as a Devotional Exercises and Elaborate Ritual Observed at

Home. Last evening ushered in the Passover festival of the Hebrews, and in all countries ernment had already deeded away to two short railways. It was therefore soe, a well known resident of Anagance and in every clime the scattered remnant Station, N.B. Mrs. Godsoe says: "For of Israel duly commemorated their ancesfive years I was a sufferer from a most tors' deliverance from the cruel yoke of the Egyptians. The handful of adherents of which do not entirely agree in all details He would have voted for the subsidies of \$4.00 It would be sup- stion take the stand that the province reading of the bill, hoping to in committee, were it not for the bill, hoping to in committee, were it not for the subsidies of \$4.00 It would be sup- stion take the stand that the province peculiar trouble, which seemed to baffle the He no exception, and duly repaired to the skill of several physicians. The first were no exception, and duly repaired to the skill of several physicians. tance would give cheap rates, but this was not the case.

Every other colony under the crown excepting Canada had the stamina to half their own excepting Canada had the stamina to half their own relivers and cheapest way to excepting Canada had the stamina to half their own relivers and cheapest way to excepting Canada had the stamina to half their own relivers and cheapest way to excepting Canada had the stamina to half their own relivers and cheapest way to excepting Canada had the stamina to half their own relivers and cheapest way to give railway connection to Cariboo was the Lord of the several physicians. The first synagogue last evening for the opening to these advices, that out of 688 Japanese passengers brought to Honolulu by the stamer Shin-feast of Passover begins according to these advices, that out of 688 Japanese passengers brought to Honolulu by the stamer Shin-feast of Passover begins according to these advices, that out of 688 Japanese passengers brought to Honolulu by the stamer Shin-feast of Passover begins according to these advices, that out of 688 Japanese passengers brought to Honolulu by the stamer Shin-feast of Passover begins according to these advices, that out of 688 Japanese passengers brought to Honolulu by the stamer Shin-feast of Passover begins according to these advices, that out of 688 Japanese passengers brought to Honolulu by the stamer Shin-feast of Passover begins according to these advices, that out of 688 Japanese passengers brought to Honolulu by the stamer of t would come over me. Then I would go to be a series of the cart is all ones of excepting Canada had the stamina to build their own railways and these railbuild their own railways and these railfrom the line of the C.P.R. The governwould come over me. Then I would serve the feast of unleavened bread; for in would come over me. Then I would serve the least of unleavened brought your this self-same day have I brought your

Zion."

The feast of Passover is not without its significance to Christians. The deliverance of the Israelites from Egyptian tyranny brought the triumph of monothelsm over idolatry, and in Jewish monothelsm is to be found the seed of Christian ethics and religion. In Zanquill's "Children of the

Ghetto" there is a splendid description of Passover night, beginning with these lines, "In modern prose all poetry seems drowned. Yet in ten thousand homes this April night, An ancient people celebrates its birth. To freedom with a reverential mirth, With customs quaint and many a hoary rite.

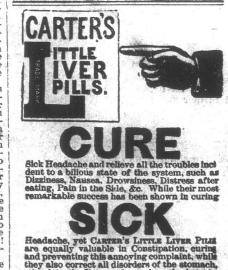
Waiting until, its tarnished glories bright, Its God shall be the God of all the earth."

Buckingham's Dye for the Whiskers, Buckingham's Dye for the Moustache, Buckingham's Dye for the Eyebrows. Colors a beautiful brown or black.

'JAPAN AND HAWAII.

Alleged Unlawful Exclusion of Japanese Immigrants.

Washington, April 13.-The Japanese legation has received telegraphic advices from official sources in relation to the recent deportation from the Hawaiian is lands of a number of Japanese immigrants



CARTER MEDICINE CO., New York.