Weekly British Colonist.

TWENTY-SIXTH YEAR.

VICTORIA, BRITISH COLUMBIA, FRIDAY, FEBRUARY 27, 1885.

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Weekly Colonist.

FRIDAY, FEBRUARY 27, 1885.

ISSUED EVERY FRIDAY MORNING IN TIME FOR THE MAIL

BY D. W. HIGGINS.

THE COLONIST BUILDING, GOVERNMENT ST.

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Local and Provincial News.

From the Daily Colonist February 21.

The Mill Lease.

That *The Colonist*, on 18th Sept. last, did not believe the government would do anything so "crooked" as grant a renewal of the mill lease for ten years. That on the following day (Sept. 19th) he said that the story, "if true, would be sufficient to wreck the strongest government in the world." That the story is not only true, but the renewal is for 21 years. That there is no law under which such renewal can be granted, and that the lease must be cancelled.

The above is from the last issue of the *Guardian*. In spite of the air of positiveness with which the writer makes his injurious statement we are in a position to state that it is positively untrue. The lease will not be renewed for ten years nor yet for twenty-one years. Neither will a single foot of government land be included in the renewed lease. The renewal will only be for five years and will include only the land conveyed to the Canadian Pacific Railway Company. Will the Guardian make the correction?

THE KNIGHTS OF PYTHIAS.—Throughout the length and breadth of this continent Knights of Pythias on Thursday celebrated the attainment of the 21st anniversary of the order. And they are proud of the past growth and present strength and influence. In twenty-one years it has grown to such an extent that it has one supreme lodge, nearly 50 grand lodges, and nearly 2,500 subordinate lodges, and has a membership of over 160,000 knights. It has over 10,000 members in the uniform rank. It has 45,000 of its members insured for from $1,000 to $3,000 each, has paid out millions of dollars for endowments, funeral expenses, sick benefits and widows and orphans aided. It is in connection with many other similar organizations doing a noble work and deserves continued prosperity.

THERE is a curious diversity of taste among smokers as to the kind of pipe they prefer. Some like the clay pipe best, others prefer the briar root, others again the meerschaum, some must have their pipe well-seasoned before they can enjoy it, others again must have a new pipe and throw it away whenever it becomes a little old. But though this diversity of taste among them is curious it is not at all curious that there is substantial unanimity among them that the "Myrtle Navy" brand of Messrs. Truckett & Son is the genuine article. 4

THE WEATHER.—Yesterday was a sample of our lovely spring weather, a pleasant contrast to the severe weather experienced in the east, where it is ranging from 10° to 40° below zero. Ice palaces, ice boats, ice bridges and railways are pleasant enough to read about, but we prefer to bask in the semi-summer sun of a Victoria February. The flower gardens are putting on their many headdresses and the trees are springing into new life in its genial smile.

ANOTHER BURGLARY.—The family of Capt. Sweney, who reside opposite Mr. Stutfield's, on Johnson street, went out for a walk on Thursday evening, and on their return found a quantity of clothing and bedding made up in bundles ready for packing off. Thieves had entered the house during the absence of the occupants and were probably disturbed before they could carry off all the coveted plunder. As it is, a few things are missing. The police should keep their eyes and ears open for sneak thieves.

SCAVENGING.—We understand that the scavengers are in the habit of removing night soil before midnight, the law requiring that they do not commence until that hour. Some nights they have begun work before eleven o'clock, and as many citizens are on the street, and a few doing business at that hour, it is extremely offensive to them.

EQUIMALT GRAVING DOCK.—From a return laid on the table of the house of commons by the Hon. Mr. Chapleau it is learned that the total probable cost of the graving dock at Esquimalt will be $660,000 from which is to be deducted $187,136 expended by the Dominion to the 31st December, 1883, and $243,000 to be provided by the Imperial authorities, leaving the probable net cost to be $234,863.

THE INDIANS' LAND.—Mr. S. Greer, whose credibility is so seriously impugned by Mr. McTiernan, came down on the Otter yesterday.

NEW SIDEWALKS.—The new wooden walks have been laid in several parts of the city where contracted for, and are proving a great convenience to citizens generally.

A SMALL POX SCARE.

The Loathsome Disease Breaks Out in an Island Railway Camp.

A telegram received yesterday announced that small pox had broken out at Camp 10 two miles from Nanaimo on the railway works. A later telegram was received stating that all the men had left camp with their blankets and would arrive in Victoria by to-day's steamer. Should not our city authorities take steps to quarantine the steamer if it is found that these men are on board? It is a serious matter and only decisive action may prevent the spreading of the loathsome disease in Victoria. The quarantine buildings are now ready for service and can be used for this purpose. We understand that Mayor Rithet was communicated with last night, and stated that the necessary steps would be taken to quarantine the steamer if found necessary.

Marine.

British iron bark Haidee, Capt. Wiley, 139 days from Liverpool, consigned to R. C. Janion, arrived off the harbor last evening and was brought to an anchorage by Pilot Christensen. The Haidee put in at Falkland Islands, having shifted cargo off the Horn. She brings a cargo of general merchandize. All hands well.

Schooner Perry, of this port, ran on a reef near La Conner, W. T., on Saturday night, and put back to La Conner, where she will be repaired. The repairs will occupy about thirty days.

Personal.

Mr. Benj. Springer and Mr. Wm. Power, of Moodyville, came down on the Otter and are at the Driard.

POLICE COURT.—In the police court yesterday J. H. Smith failed to appear on a charge of vagrancy. A sentence of $5 or one week's imprisonment was recorded against him. The charge against Wing Kee for infraction of the building by-law was dismissed on defendant paying costs. A warrant of commitment was issued against James Ibbotson.

VAG.—F. McNulty, who had three month's sentence recorded against him for vagrancy, was captured yesterday afternoon, and incarcerated. McNulty has been good at dodging the police, but got left yesterday.

A BAD LOT.—The police captured two half-breed women and a young man, all drunk, in a dirty hovel on Yates street yesterday afternoon. They took the women to the station house in an express wagon.

DYNAMITE.—The Portland News tells of an Irishman who says a club is being formed to blow up the drydock and parliament buildings at Victoria with dynamite.

LIGHT.—The electric light and the moon were trying to outvie each other last night, and as a consequence there was a brilliantly lighted city. The moon held the field a long time, but vanished about midnight.

CONTRACT SIGNED.—Mr. McLellan has signed the contract for the construction of 20 miles of the Island railway and work will be commenced almost immediately.

THE MAILS.—No up-country or eastern mails came through yesterday.

POLICE COURT.—Three men and two women for being drunk were fined $1.25 each. Fred Wilson and J. McDonough, charged with stealing a clock from Sidney Ralpson, were discharged.

REAL ESTATE.—W. Dufour & Co. sold three small lots on Spring Ridge yesterday, obtaining $400 for them.

WE have received from the publisher, William Briggs, Toronto, the Methodist Annual for 1885. It should be in every Methodist family. Price 20 cents.

POWDER COMPANY.—Work on the buildings of the Giant Powder Company, to be erected near Cadboro Bay, has already commenced and will be carried on steadily until the premises are ready for use. Several persons have arrived on the ground who will be permanently employed in the the manufacture of the powder, and a dwelling house for their use is nearly completed.

THE grand jury at the last assizes indicted a Chinese proprietor for causing a nuisance on the Arm, to wit: a most offensive piggery; and although some months have passed nothing appears to have been done toward abating the nuisance. As the Arm will shortly be much frequented by pleasure seekers during the warm weather, it behoves the provincial authorities that be to take immediate action in the matter.

DEATH OF MR. JOHN BAGNALL.—Another old citizen has fallen before the relentless scythe of the grim reaper. Mr. John Bagnall, the pioneer piano manufacturer and music dealer, died quite suddenly yesterday morning of heart disease. He was aged 57 years and was a native of Staffordshire, Eng. Coming to this province in 1862, he established the thriving business which he continued until his death. The deceased was a useful and popular citizen; he was ever ready to assist in charitable undertakings and was the life and soul of many public entertainments which had for their object the alleviation of distress. Mrs. Bagnall is on a visit to friends in California; but Mrs. Harry Rhodes, daughter of Mr. Bagnall, was with him during his last moments. The funeral will take place tomorrow afternoon.

THE LITERARY MAGAZINE, formerly "Choice Literature," published by John B. Alden, New York, is enlarged with its change of name, and its contents are most excellent. In the February number among other articles are "Imperial Federation," by John Douglas; "Professor Fawcett," by Allison Picton, M. P.; "The Oil and Gas Wells of Pennsylvania," by Andrew Carnegie; "The Highlanders in Northwestern Canada," by Prof. Ramsey; "Co-operation in England," by Thomas Hughes; "German Socialism," "Corporations, their Uses and Abuses," and other articles of like value. This magazine is very cheap at the price of $1.50 a year.

BURGLARY.—A night or two ago one one of the show windows of Mrs. Carvahlo's shop on Store street was broken into and numerous small articles were abstracted. Again, on Friday night, another pane was smashed and the contents of the same window stolen. These unpleasant visitations are growing alarmingly numerous, and our police have now plenty of chance to show their abilities.

MR. M. M. SPINKS, in whose name is the alleged forged document conveying the Indian title to Burrard Inlet lands, is in town. He disclaims all knowledge of the forgery or any connection with the transaction since last summer, when he sold his interest in the claim.

NEW BUILDING.—M. Humber has secured the contract for the erection of the brick block on the south west corner of Government and Yates streets.

FOURTH PROVINCIAL LEGISLATIVE ASSEMBLY.

THIRD SESSION.

SATURDAY, Feb. 21st.

The speaker took the chair at 12 o'clock.

Prayers were offered by the Rev. Mr. Barss.

HASTINGS MILL LEASE.

Mr. Orr moved that an order of this house be granted for a copy of letter addressed to Richard Alexander, Esq., manager of the Hastings Sawmill Company, dated 28th July, 1884; also copies of all orders in council and correspondence relating to the renewal of lease to Hastings Sawmill Company.

The mover said there was considerable doubt in reference to the status of the matter, and he hoped the return asked for would be granted.

Hon. Mr. Smithe said that as it was an executive document it would require an address to the lieutenant-governor. However, he would state that the return asked for would not in any way affect the resolution.

Mr. Orr said that he would withdraw his resolution and amend it so as to procure all the correspondence.

PRIVILEGE.

Mr. Semlin said that he had been reported in a morning paper as having stated that necessity compelled the extension to Coal Harbor. He had said the reverse, that there was no necessity at present for a line of railway between Port Moody and Coal Harbor, as they had already good water communication.

COAL HARBOR.

The discussion on the Coal Harbor grant was resumed.

Mr. Orr said that he thought the motion placed before the house was an impolitic one, for the reason that the members did not understand the matter of the agreement until a few days ago. The grant of government and private lands proposed to be given to the railway company at the government's own estimate was a great bonus for the construction of thirteen miles of road. He thought that the deposit of $250,000 was too small a guarantee that they would build the line. Without taking greater security for such construction he could not see how any hon. gentleman could vote for such a loose agreement. If a much larger deposit were made he would be willing to give twice the amount of land for the extension of the railway. The land claimed by the province on the harbor frontage did not belong to the province, but was a military reserve owned by the Dominion.

Hon. Mr. Robson—No.

Mr. Orr—I think it is.

Hon. Mr. Robson—No.

Mr. Orr, continuing, said that such land would not be valuable for a century to come. Then the hon. member for Nanaimo said that he would run a ferry and bring all the trade to the island.

Mr. Dunsmuir—Hear, hear.

Mr. Orr—With the exception of one clause he could not find fault with the agreement (hear, hear), and if it had been brought down in a different way he would have voted for it. (Hear, hear.) The railway would build twice the length of railway and twice the length of dock for the money realized for these lands. He would not vote against the principle of the agreement, but would do so because he did not think there was sufficient security that they would build the road. He would move an amendment to the agreement that the 640 acres claimed by settlers be reserved from the transfer until their title was clearly defined.

The amendment, moved by Mr. Orr, was seconded by Mr. Allen, and read, reserving the 640 acres mentioned.

As the amendment was rather unintelligible, about fifteen minutes was consumed in finding out what was required. When this was discovered Mr. Orr said that he would move that his amendment be tacked on to the previous amendment.

Mr. Grant said that he appreciated the value of railways in the building up of a country, and he would support any reasonable scheme to penetrate all districts of the province. He felt that the proposed agreement if looked at fairly was one that could be accepted. They should look at the question in the light of the benefit it would be to the province. The value of the land should also be considered, for any hon. gentleman could not dispute that the lands would only be valuable if the railway was brought down; otherwise they would be getting a high price for them at $10 per acre. He did not take the imaginary view of the provincial secretary about the enhancement in value of the land, but thought it would not the province over $500,000, placing the value at $40 per acre. The provincial secretary reminded him of Col. Sellers in the play of the "Gilded Age" who always saw "millions in it," no matter what the project might be. However, he thought a great and lasting benefit would accrue to the province by the extension of the road. Arguments against Port Moody being the terminus were the dangerous tides and the formation of ice for a certain season in the year. And he thought also that the railway should be extended as far as English Bay for the reason that at times vessels could not be towed into Burrard Inlet. If the resolution did not pass the only thing that could probably accrue from the agreement was the addition of ice for a certain season about $15,000. He did not believe as others that Port Moody property owners would be altogether left out in the cold. They might not realize so quickly, but eventually they would get returns that would be satisfactory. He objected to clause 12, which provided $37,500 in cash to assist the city of New Westminster to obtain connection with the railway, for he thought that such a grant should be in land which was valued at an equivalent to that sum, and that a separate bill be brought in for its provision. Taking into consideration the large amounts received by New Westminster district out of the public funds, he could not but think that they were acting too much in this. If he could read sec. 58 of the Land Act aright, by it he could see that the government had power to transfer the land without consulting the government, though they might have afterwards passed a vote of censure on them for doing so. He believed the agreement had been brought before them in a bungling way. With reference to the Chinese restriction clause he thought it would be unwise to allow the railway one year more on that account. He would be inclined to give them more land to get the railway built quicker. He did not believe in binding contracts down to the labor they should use as he well knew how hard it was to procure white labor for extensive works.

Mr. Wilson said he had no doubt he would be considered the most untractable man in the house after he had made the remarks which he intended. He objected to the resolution, and now objected to the amendments, which he considered bad. The honorable member from Esquimalt (Mr. Pooley) had accused him of using slang in using the word "pluck" instead of courage, and also the junior member for Esquimalt of using the word "sand" instead of courage. He was sorry for doing so, but the same gentleman who had taken him to task had, in his speech, stated that he was "astraddle the fence," which was very bad slang indeed. He thought, with the exception of the honorable member for Nanaimo, that he (Mr. Wilson) had probably the worst temper in the house (laughter), but he only wished to state his exact position in this matter. He never could consent that the Dominion government had any control over the lands of the provinces. He could not believe and could not find where the Dominion government had any control over provincial lands, outside the railway belt, and he did not think any honorable gentleman would dare go to his constituents with such a belief. [Hear, hear.] The position he assumed was that the resolution asking the unqualified approval of the house to an agreement the house had no hand in framing should never have been put upon the paper. The government should have taken the responsibility of acting and waited for the house to express disapproval. He might have agreed to the principle of the proposed agreement, but wished to have the details discussed in committee. He was compelled to vote against the amendment offered by his colleague, Mr. McLeese, on account of the pernicious principal involved in it that the Dominion had control of all the lands in the Province. This he distinctly denied. He was equally compelled to vote against the amendment of the honorable member from New Westminster, Mr. Orr, as it was useless, and placed the settlers in no better position than clause 9 of the proposed agreement.

Mr. Semlin said if he understood the honorable member from Cariboo aright, he had said that if the committee had been appointed to inquire into legal claims then there was no necessity for its appointment. The claims were moral ones, and he thought they should be respected. They were relieving the Dominion government of the necessity of building terminal works at Port Moody and assuming the cost themselves by giving the land to the railway at Coal Harbor, and this after already giving 15,000,000 acres of land for its construction through British Columbia. He thought Port Moody was a point that could easily handle all the trade that would come there for many years. What he wished was to secure the claims of those settlers who had settled on the land, and he believed that they had every right to such claims.

Mr. Theo. Davie had no hesitation in coming to a conclusion in this matter. If he thought the government were not acting in the interests of the country he would as readily vote against them as heretofore he had done in their favor. It was generally conceded that ultimately the line would be brought to Coal Harbor. If the province caused its extension, they made their own terms and parted only with that portion of the lands about one-third in this case, which they might make a bargain for. If this government did not take action in the matter the Dominion government would, and then, under section 2 of the settlement bill, would be entitled to claim every acre of land west of Port Moody. From this point of view, so far as the province was concerned, it is a case of accepting of half or, in this case two thirds, of a loaf or having no bread. It had been suggested that the Dominion government could take the whole of the land after as well as before the proposed arrangement was made, but the section referred to in the settlement act showed that they could only take the land if they caused the construction or the extension. The reasoning of those who, estimating the value of the land at $500 an acre, had that we were giving $3,000,000 to the syndicate was fallacious, for we gave no railway, then the land was not worth more than $1 an acre. He considered the arrangement one for which the government was entitled to much credit, for it saved to the province some 14,000 acres of land which would yield a large revenue. Referring to the squatters, the amendment would impede negotiation between the government and not help the settlers. The only manner to protect them was by a statute, the same as that passed by the Dominion parliament, giving them a status, and any such measure he would be prepared to support.

Mr. Helgesen spoke at length against the agreement, and said that he opposed the resolution on principle and therefore would have to vote against it.

Mr. Cunningham said he had listened intently to the arguments of honorable gentlemen about the great value of the lands at Coal Harbor. He had been elected last summer to support the present government, and had never been asked to change that position. He was to-day in an independent position, for he was not bound to either the government or his electors; and thinking that the agreement proposed was a good one, he would support it. It was a good business transaction and would allow the marketing of hitherto valueless land at good prices. Mr. Van Horne had told the deputation, of which he was a member, that the requirements of the railway would be such that its extension would be a necessity to Coal Harbor. He thought the provision for a railway from New Westminster to connect with the C. P. R. was a just one. He would heartily support the motion.

Mr. Dingwall said of all the motions brought before the house this was one that he did not like to vote for, but he would not vote against the government, and therefore he was compelled to cast his vote in favor of it.

Mr. Beaven (sitting by permission) said that he would say a few words on the matter. The leader of the government had asked them to approve the agreement, and an amendment was also before them to ask the Dominion government to relinquish their claim. When he had first saw the bold resolution he had thought that it was a strange one for the government to ask this house to ratify. He might speak at some length, if his strength permitted him, in reference to a minister, without the consent of his colleague or the lieutenant governor, making any agreement. He had been asked his authority and had taken refuge in a certain provision in the land act, but that only allowed the lieutenant governor to do so. The honorable leader had stated that he intended to introduce a clause to exclude Chinese. This did not go far enough, but should also exclude them from being employed in the maintenance of the work. The putting on of a line of steamers between here and China would bring Chinese instead of tea. Therefore some provision should be taken to exclude them. It had been pointed out that a squatter had no legal right. His strength would not permit him to address the house at length, but he would only say that it was straining the allegiance of their supporters to ask them to vote for such a resolution. Exception had been taken to the amendment to ask the Dominion government to relinquish any claim to those lands. He thought that this was a most necessary provision. The honorable leader had consulted Sir John Macdonald, who was no novice in the use of words, and that gentleman had stated that the Dominion government had no claim other than that to lands within the railway belt. This included from English Bay to the eastern boundary. He thought that the first thing that should have been done was to have obtained from the first minister the relinquishment of the land between Coal Harbor and Port Moody. The Provincial government, if they raised the giving of 6,000 acres without the consent of its relinquishment from the Dominion authorities having been first obtained, would be acting unwisely. They would be trespassers on the land, worse than squatters, and would be dealing with something not their own. There was no one who wished to see the province advance more than he, but in the present shape of the resolution he would have to vote against it.

Hon. Mr. Smithe said there was no gentleman on the opposite side of the house whose opinion was more entitled to consideration than the member who had just spoken.

He would merely point out a few mistakes that he had made in reference to the lands. His position had always been that the lands proposed to be given were provincial lands. He had consulted Sir John Macdonald in reference to this matter. His letter would show that the lands would be regarded as provincial. His honorable friend had said that Sir John Macdonald was no novice in the use of words, and he also believed that. He had used them so as to convey what he (Mr. Smithe) had wished, and at the same time so as to allow the Dominion to assume them if they brought the railway there. In that letter he had stated that the government had no claim on lands other than that in the terms of union. He stated that they claimed land under the act of 1880, then he thought they considered that they had a claim at present. It could be seen that by the terms of union they had no claim to lands west of Port Moody, the western terminus.

Mr. Beaven—The honorable gentleman forgets, by the terms of union, that the railway was to be brought to the seaboard.

Hon. Mr. Smithe well understood that, and the Dominion government had considered tide water at Port Moody the seaboard of British Columbia. There was another matter in which the hon. gentleman was wrong. He had when arranging for the agreement done so with the full consent of his colleagues. Only when such an agreement had been passed on by the house was it necessary for an order in council. He was amazed at the position taken by hon. gentlemen on the other side of the house, who had not advanced a single argument against the principle of the agreement, but merely in the way that it was brought before them. This should have been done, and the other should have been done. The hon. member from Cassiar had complained about the giving of $37,500 cash to New Westminster. He had offered Mr. Van Horne an additional area of land, for connection with New Westminster, but that gentlemun had stated to him that he could not accept but would take its equivalent in cash. These gentlemen had objected to them for consulting the house, and again for not consulting the house. The member for Cariboo had said that the agreement should have been completed and then he would have been prepared to support them. The government had taken the position of making the proposal and bringing it to the house for its approval, and if they did not think it was good they could vote it down. They could not have acted in a fairer way than they had done. If they had entered into a final agreement and then brought it to the house, there might have been grounds for objection. The very opposite course had been pursued and they asked the house to approve or reject it. The hon. member for New Westminster (Mr. Orr) had not been able to say anything against the principle of the scheme now under discussion. He had even stated that if it had been somewhat differently arranged and brought before the house otherwise than as it had he would have supported the measure. This was a nice confession for a member to make who for months past had been working, in season and out of season, to defeat the arrangement, and with the arrangement to defeat a government of which he professed to be a supporter. (Hear hear.) The fact was neither Mr. Orr nor any other member had been able in any legitimate way to attack the policy of the government in respect to the agreement which had been entered into, but for reasons of their own, and under influences which need not be mentioned, all kinds of side issues had been raised in the hope of securing success in an opposition which they dared not in a straight forward manner undertake. One by one, however, the schemes intended to undermine the real question upon which so much of advantage to the country depended, had fallen to the ground and now the straight issue was before the house, shall the resolution pass and shall prosperity ensue, or shall the wheels of progress be blocked! (Hear, hear.) There could be but one answer, the few who opposed now contented themselves with objecting to the way the thing was being done instead of to the thing itself. (Hear, hear.) It had been objected that there was not sufficient security to bring the line down, and that the railway company might sell the lands without extending the line; but there were none in this world who would be such fools as to pay millions of dollars out without first being assured that the railway would be brought there. It had been objected also that the matter had not been brought before them in the shape of a bill, but the railway had already every power to construct that a line would give, and it was only necessary to provide for its construction. If it had been brought before them in the shape of a bill it would have caused an uncertainty about the railway being extended for two years. Who are the settlers who now claimed rights?

Mr. Galbraith—The hard-working men of the province.

Mr. Smithe—The poor settlers are T. B. Humphreys, an ex politician, Dr. Chisholm, Mr. Bole and others, lawyers and bankers, men of large means. One of them had stated on the street that he had not only money enough to defeat this government in any measure they might submit, but also to defeat even Sir John Macdonald himself. (Loud laughter.) Settlers were treated alike, whether poor or wealthy, and the provisions of the Land Act carried out whether the man might be one of influence or a hard-working laborer. He would refer to the hon. member from Victoria district before he sat down. That hon. gentleman had referred to the land grab at Por Simpson, and had stated if the squatters at English Bay were the same as those who obtained land at Port Simpson they would have received their rights. He had not known the men who purchased the land in Port Simpson, whether they were rich or poor, influential or otherwise, or what their politics were. That hon. gentleman had voted for the report of the committee appointed to inquire into the matter, and had approved of the conduct of the government at the time.

Mr. John—Will the hon. gentleman inform me how the land was obtained?

Hon. Mr. Smithe—The hon. gentleman can learn all about it from the report of the committee which was appointed to enquire into the matter. The evidence taken was published in the sessional papers two years ago, and when a vote was taken upon the subject the hon. member who now insinuated that wrong had been committed, showed by the vote which he cast, and which is recorded in the journals, that he exonerated the government from all blame in the matter. (Hear, hear.) The men who got land at Port Simpson had applied for it two years before he (Mr. Smithe) took office. He did not know at the time who or what they were. The land was acquired in a straight forward and legal way, and no one knew that fact better than Mr. John. The child unborn was not more innocent of wrong than he (Mr. Smithe) had been in connection with Port Simpson, and the member for Saanich, unable otherwise to justify the vote he wished to give, sneeringly insinuated that the government could be influenced by unworthy considerations. He would throw the unmanly charge back in his teeth and characterise the position he had taken as mean and contemptible in the extreme and entirely unworthy of any one laying claim to straight forward, manly conduct. (Cheers.)

Mr. Galbraith thought it unfair that the hon. leader should bring the names of prominent capitalists before the house in connection with these claims. A number of settlers, poor men, had been placed on the lands by the government agent, and had improved their claims. The land at the time was eliminated by the Dominion government for railway purposes.

Government members—No, no, by the provincial government.

Mr. Galbraith—Well, it was reserved. He had not heard a reflection against the hon. leader during the whole of the discussion on this question. He did not want the settlers handed over to the tender mercies of a corporation for they would never get justice from them. Objections were made to the amendments proposed. He thought also with others, that the agreement should be brought down in the shape of a bill. The hon. leader had brought down the draft agreement under pressure, and they found the New Westminster clause tacked on, when the correspondence showed that he at first did not favor New Westminster. Instead of cash he thought with the member of Cassiar, it should have been land. With reference to the value of the lands, years and years must elapse before the lands retained by the province would be valuable. The exclusion of Chinese was a step in the right direction, and he would favor the delay to exclude them. Construction on the eastern end would soon be completed, and plenty of white labor would be available. He could not agree with the resolution as brought down, but hoped that it would bring all the prosperity that the hon. provincial secretary prophised for it. (Hear, hear.)

Hon. Mr. Davie agreed with Mr. Wilson that Mr. McLeese's amendment amounted to an admission of the right of the Dominion government to the lands in question. It was true a purchaser, as said by the leader of the opposition, would for the first thing require a good title, but the last thing a claimant to land would do would be to acknowledge title in another. This was the effect of the amendment. The statute of 1880 giving the lands from English Bay was so amended by the Settlement Bill as to preclude the right of the Dominion to any lands except such as were upon the line of railway even finally located. It had not been located west of Port Moody, and hence they were provincial lands. Any other argument would tie up the whole of the mainland. Mr. Orr's amendment was extremely faulty. There were no bona fide squatters. The land was not adapted for agriculture. If he thought for one moment there were a single honest settler, the resolution should not pass without provision. As it was the government were asked to stay their hand until the claims were investigated, but before whom? The house could not deal with it. A special committee had failed—except recommending compensation for bona-fide improvements. The only resort was to the authorized tribunals and if they awarded the claims, they were preserved under the express terms of the proposed agreement. Members talked of equity. Who was to say what or was not equitable. It had been said equity was according to the conscience of him who was chancellor. One had a long foot, another a short foot, and a third an indifferent foot—and so it was with the chancellor's conscience. There must be fixed rules though in some instances they worked hardship. In this case justice would be meted by giving compensation for bona-fide improvements, if any existed. During the whole of the debate no meritorious argument had been advanced against the government scheme.

Mr. Cook said that he had given the matter his earnest thought, and had decided to vote for the resolution. He took it for granted that Chinese would be prevented from working on the extension of the road. The hon. chief commissioner had drawn from the premier of Canada a declaration that the Dominion railway lands would not extend beyond Port Moody. The syndicate took the same view when they applied to this government for lands to compensate them for carrying the railway to Coal Harbor and English Bay. The Dominion government would not now step between the province and the syndicate in this arrangement; but if the province by an adverse vote loses the advantage which will accrue from this arrangement the opportunity will never again recur. Port Moody could not and would not remain the terminus of the railway. Commerce demanded the extension, and the Dominion government could change the terminus whenever they chose. If we did not change the terminus they would. It was in the interest of this island that this scheme should succeed. There was a large amount of money awaiting investment, the revenue would increase and the public expenditure would be larger. The premier had taken a proper view of this matter at first, but had shown weakness in the result. The insertion of the anti-Chinese clause was a redeeming feature in the whole business, and would go far to show the Dominion government that the province is in earnest in its desire to repress Chinese immigration. The scheme on the whole would benefit the province.

Mr. Orr said that it having been announced that an act would be introduced covering all the points of his amendment he would ask permission to withdraw it.

Hon. Mr. Smithe said that he had made no pledges on the subject.

Mr. T. Davie said Mr. Orr's request sprang from something he had said.

Hon. Mr. Smithe said he was enabled to state that the work on the extension would be completed in 1886.

Mr. Semlin objected to the withdrawal of the amendment.

The vote was then taken on the amendment, which was defeated—16 to 7.

The resolution was then carried on a division as follows:

Ayes—Smithe, Robson, Drake, Davie, Dingwall, Dunsmuir, Martin, Raybould, Cowan, Pooley, Cunningham, McTavish, T. Davie, Duck, Grant, Wilson—16.

Noes—Semlin, John, Helgesen, Orr, Beaven, Galbraith, McLeese—7.

The announcement of numbers was received with loud cheers.

House adjourned till Monday at 2 p.m.

New Westminster.

[Columbian].

Commencing next week a mail will be dispatched by steamer every Wednesday morning from this city for Langley, Mount Lehman, Riverside, Sumas and Chilliwhack. The mail will be made up every Tuesday at 7 p. m. As soon as the river steamer begins making semi-weekly trips it is expected the mail will go twice a week.

We understand that Major Rogers will return shortly to Kamloops, where his presence is required, and the surveys at Coal Harbor will be completed by Mr. Roberts, C. E.

Personal.

Mr. Alex. Cowan, commission merchant, left for the east yesterday morning.

BY ELECTRIC TELEGRAPH

EXCLUSIVE DISPATCHES TO THE COLONIST.

EGYPT.

KORTI, Feb. 20.—Gen. Sir Herbert Stewart, who was wounded at the battle of Abu Kea, died on the 16th at Galldul Well, to which place he had been removed.

LONDON Feb. 20.—A dispatch from Korti states that El Mahdi has ordered all the tribes on the east bank of the Nile to assemble opposite Gubat.

A dispatch has been received from Korti dated yesterday, in which the retreat from Gubat is further explained. This dispatch says El Mahdi on the 11th inst., has been engaged for three days in the work of collecting an army outside of Khartoum for an advance against the English at Gubat. He was loading steamers with guns and ammunition on the 8th inst., and despatched two sheiks with 3,000 men and four guns down the right bank of the Nile to erect a fort opposite the English camp at Gubat.

LONDON, Feb. 20.—A despatch from Korti says: Gen. Buller, who began his retreat from Gubat several days ago, was compelled to halt at Abu Klea wells and entrench his troops in position there in order to safely defend himself against El Mahdi's tribes, who are gathering in large numbers on his line of retreat and continually menacing the British forces.

Special dispatches indicate that Gen. Wolseley must send strong reinforcements to Gen. Buller, if the latter is to be rescued from his perilous position. Great fears are entertained that Buller may meet the fate of Gordon unless speedily succored.

LONDON, Feb. 20.—The Roman Catholic bishop of Shrewsbury has issued a vigorous pastoral letter in which he denounces the dynamiters as pests, scourges, enemies of God and man, and assassins striking in the dark. The bishop warns the Catholics that they incur the penalty of being denied the holy sacraments of the church, and will be debarred from all future salvation if they join these emissaries of satan.

KORTI, Feb. 20.—The following report has just been received from Abu Klea:—Gen. Buller sent a portion of his force including all the native troops to Gakdul on the 11th inst., after which Arab scouts made their appearance about Abu Klea. Gen. Buller thereupon ordered new forts to be constructed and our position strengthened with a view to protection against a possible attack. The first Arabs appeared about three in the afternoon and their numbers continually increased until two ridges on Berber road fairly swarmed with them. While a row of stone walls was being erected our infantry advanced several times and fired a volley at the rebels killing many of them and preventing them from coming nearer than 1500 yards. Lord Chas. Beresford also fired Gardner guns which were placed in the fort. Until this time the Arabs had made hardly any rush but at 5 p. m. without any warning they opened a well directed fire from 500 Remington rifles. The bullets now rattled over the camp continually and there was no intermission till sundown.

The firing of the rebels continued all Monday night and two men were killed and four officers wounded. Gen. Dormor will shortly take command of troops at Korti.

Later details of the night attack on Gen. Buller's forces while on retreat from Gubat toward Korti says the attack was made by a party of Arab sharpshooters estimated to number about 400. As previously stated the Arabs fired at long range, and the British soldiers shielded themselves as well as they could behind their hastily constructed entrenchments. No serious attempt was made to return the enemy's fire owing to the necessity of husbanding ammunition. On British side two men were killed and eleven wounded. Among the latter is Chas. Williams, correspondent of the London Chronicle, who was shot in the leg, but is not seriously wounded. Gen. Buller erected three new forts and was preparing for a seige. He has dispatched a messenger to General Wolseley describing the situation as critical, and stating that El Mahdi is advancing on his position with a immense force. The only correspondents now left with Gen. Buller are Mr. Williams, and Mr. Budleigh of the London Telegraph, wounded in the action near Gubat, in which Gen. Stewart was shot.

LONDON, Feb. 20.—The Berber expedition started for Suakin last night.

An Arabian paper reports that El Mahdi promised Faraz 140,000 thalers to betray Khartoum, but gave him only 60,000, and when Faraz complained, El Mahdi hanged him. It is said El Mahdi captured 15,000 rifles at Khartoum.

ENGLAND.

LONDON, Feb. 20.—British steamer Preston from New York January 20th for Avonmouth, has not yet arrived at her destination. Great anxiety is felt in regard to her safety.

LONDON, Feb. 20.—The third battalion of Grenadier Guards started for Suakim to-day. Previous to their setting out from Windsor they were addressed by the Prince of Wales. He said he well remembered the day thirty one years ago when this same battalion departed for the Crimea and he distinctly recalled the bravery with which they bore their part in that great struggle. In the campaign upon which they had now entered he felt sure they would uphold the honor of the country. In conclusion he wished them God speed and a safe and speedy return to England. After his address the Prince shook hands heartily with the officers while the men raised enthusiastic cheers. The Queen commemorated the ocasion by sending an autograph letter to the officers. She assured them of her good wishes and prayers. After inspection was over the guards marched from the castle to the southeastern railway. The streets through which they passed were brightly decorated with flags and banners. Crowds of people thronged the walks and cheered as the Grenadiers marched by. At the station they quickly entered the train and were brought to Waterloo station, London. An immense crowd collected here and the arrival of the train was greeted with tremendous cheering. The wives of the soldiers were admitted to the platform to bid their husbands goodbye. When the last parting was over the train moved out from the station amid renewed cheers from the multitude, and proceeded to Gravesend. At all the stations along the way crowds assembled and enthusiastic cheers greeted the train. It was a constant ovation from Windsor to Gravesend. The men, though touched by the leave-taking, quickly rallied and were soon in remarkably high spirits, singing war songs with stirring effect. At Gravesend an enthusiastic reception awaited them, and they embarked on the steamer which takes them to Egypt to the inspiring strains of music from bands, and to the sweeter music of cheers from the throats of thousands of their fellow countrymen.

LONDON, Feb. 20.—The government has called out the militia and suspended the transfer of officers from the regular army to the reserves. This action has created a profound sensation and a general feeling of alarm resp