NEAR THE END

OTTAWA, July 7-The premier made his special announcement on the subject of legislation yet to be when the house opened this morning. Supplementary estimates, railway sub-sidies, Quebec bridge, measure to provide new courts in Northern Ontario, extension of Manitoba, Ontario and Quebe boundaries. All the measures except the railway bill are ready, said the premier

As a consequence of this statement is s said that the Hudson's Bay railway bill has been dropped, unless provision is made in connection with the railway

A big deputation from North bay and towns in Ontario will appear before the premier on Friday to urge that the eorgian Bay canal be begun. The deputation will point out that by only deep ening French river, grain and freigh boats could reach North Bay where two lines of railway could carry the freight on to the sea and so avoid any annual congestion. Premier Scott of Saskatchewan and

Hon. J. A. Calder arrived here and are laying the case of Saskatchewan before Laurier, with the view of obtaining at of Hudson's bay. The bill dividing up the unorganized territory is now ready and it is understood that nothing has been done for Saskatchewan. Hon. Mr. Scott will emphasize the paramount in terest of his province in the Hudson's Bay railway.

During the afternoon sitting of the house Hon. Sydney Fisher declined to accept the proposal of Mr. Blain to amend the civil service act by providing that civil servants should not be allowed to act as deputy returning officers.

Hon. Mr. Fisher moved an amendmen barring members of the inside and out side civil service from taking part in dominion and provincial elections, but making it clear that they have a right to vote. The bill was given a third read

on a motion to go into supply, E. A Lancaster, Lincoln, champion of the bill to limit the speed of trains in thickly settled portions of cities and towns moved that an amendment to the bill dopted in the senate, be considered. Hon. Mr. Graham said he thought

would be unwise at this stage of the ders. These bills would all have to b Mr Lancaster demanded a vote with

the result that the proposal was nega tived on a straight party division of 83 Hon. Mr. Foster inquired for particu-

Hon. Mr. Fielding explained that the used for the most part to pay off a loan maturing in November. It is for a short term of four or five years at 3 and 3 3-4 per cent. It has been correctly stated that the public has not subscribed largely for the loan, which is not to be word dered at, in view of the large number of municipal and other loans being offered. The underwriters, however, would experience no difficulty in supplying the terms stated.

At the evening session in the house the vote of \$30,000,000 for the National Transcontinental line was sidetracked the array of figures produced by the opposition leader as excessive.

Borden quoted exhaustive figures to show that the G.T.P. obligations were now \$249,353,823 as compared with the finance minister's estimate in 1903 of 50 millions. Mr. Borden added that his own estimate at the time was 75 millions and that this was laughed at as exce sive at the time.

Referring to the question raised this morning about fanatics in the northwest so far as can be learned tonight, the vernment has not changed its policy leaving the dealing with the fanatica invaders to the provincial authorities

In committee on supply a breeze arose when Dr. Reid Grenville charged that T. T. Schell, Glengary for the break in the Cornwall canal, because he had recommended as superintendent a Mr. Stewart, who was a school teacher and possessed no qualifications for the work.

Mr. Schell denied that he had recom mended the appointment of Stewart. R. A. Pringle, Cornwall, expressed the ence should not have been placed in charge of the canal. He was glad that a change had been made and that Stewart now had charge of the men only.

Both opposition and government members have by mutual agreement, fixed on Seturday, July 18th as the day on which the business of parliament for this ses sion shall be finished, and with this end in view, it has been agreed that the remainder of the sessional agenda shall be put through with as little delay as possible. The house, by working long hours each day has about 100 hours for the discussion of the remaining legisla tion of the session and putting through the balance of the estimates. This time has been allotted as fairly as possible to each item still to be considered and it is expected that with the limitation of debate agreed upon that the last item on the order paper can be reached on Saturday week with prorogation probably on following Monday.

In the upper house senator Lougheed estioned the advisability of doubling the railway commission, and in reply to Hon. Scott's plea of increased busines and jurisdiction, Mr. Lougheed said he thought that with the establishing of precedents and decisions on most ques ns, the work would be reduced. thought the appointment of an assistant to the chief commissoner would be sufficient. The bill was reported from the

committee. On the second reading of the bill to bacco senator Ross thought there should be a provise to compel a convicted youth to tell where the tobacco was secured, or they would find the dealers with little government to alienate lands, it dd not

in approving, said he hoped Mr. Ross

would move the amendment in commit-Senator Ross regretted that members

did not set an example, referring to the increased use of the fragrant weed within the precincts of parliament. The bill was read a second time.
On motion of sir Richard Cartwright, the grain bill was referred back to committee and senator Davis' regarding re-classification of grain was tricken out. A proviso from senator Young was inserted, making the act to become effective in September, 1908. The

OTTAWA. July 7-The feature of the session of the house of commons today was a statement presented by R. L. Borden, giving his estimate of the cost the country of the National Transcontinental railway. Mr Borden stated that his figures were based on his own earches and the estimates doled out The reluctantly by the government. speech was delivered when the motion was made to go into supply taking up the vote of \$30,000,000 for the construction of the National Transcontinental. Mr. den estimated the cost of the railway from Winnipeg to Moncton at \$63,427 per mile, or a total of \$114,393,765. He put the interest payable on the money during the construction at \$10,009,454, making the total \$124,403,219. To this must be added seven years' interest at 3 per cent after completion, during which the Grand Trunk Pacific is to pay no rent, or \$26,-124,676. To this must be added a further amount of \$11,196,290 for interest for three years after completion and which the contract calls for payment by the government should the earnings of the railway be insufficient to meet the igations. This makes the total cost o the country, ten years after the completion of the road, \$161,724,185. To this must be added the cost of the Que-bec bridge, on which \$5,422,235 had already been spent and for which \$9,000 .required. The cost of the terminals at Quebec, Winnipeg and at Moncton is estimated at \$5.470,000. Then there is a further liability for the guarantee on the mountain section for which there is no resource, of \$9,689,400, bringing the total cash expenditure up to \$191,305,823. In addition the government is liable for the payment on account of the bond guarantee of \$58,048,000, making the total of liability on all heads the sum of \$249,353,523. This was the staggering figure, and the total debt of the country was likely to reach \$450,000,000 before the road was paid for. This was ithout assisting the other transporta tion systems. He hoped there would some definite statement from the

prime minister.

He hoped the minister of railways would make some examination of his figures and be prepared to make some This Mr. Graham agreed to do tomor-

row and in the meantime the matter was allowed to stand over. (Special to The Daily News.) OTTAWA, July 8 .- During the afternoon session of the house today, F. B. Carvell, Carleton, N. B., apologizing for the discussion of the subject so late in

the session, entered into a lengthy analysis of major Hodgins' charges, which, he said, were the result of un-reasoning jealousy. The major, he believed, was a man of honor. The difference between the major's estimate and the actual cost of steel bridges and rails, which the major separately estimated at six millions, whereas the increase was only four millions. arbitration board was engaged in settling the points over which the major had so much trouble.

S. Barker, Hamilton, interposed, saving that the agreement for arbitration was never signed. The memorandum bore the initials of Hays and Parent. W. B. Northrup, following, ridiculed the agreement cited by Carvell. The major stood alone the majority of the committee and the expert lawyers, and was no wonder that he withdrew nder a misunderstanding. Continuing, Northrup asserted that the commission had no authority to appoint arbitrators, the government alone having that au-thority. Even if arbitration was pro-vided for between the government and

the contractors? E. M. McDonald, Pictou, dec'ared that on the withdrawal of major Hodgins there was no reason for further enquiry, and the only object of the opposition was to save their faces and le themselves down easy after their absurd statements. The enquiry had simmered down to a question of overclassification, with which the committee was not competent to deal.

Mr. Barker of Hamilton, closed the de

hate. He said that if an inquiry had been permitted to proceed, Mr. Woods and Mr. Armstrong of the G.T.P. would have been examined and brought face to face with the engineers of the com-mission. In this way the facts would have been arrived at. The evidence showed clearly, said Mr. Barker, that the N.T.R. commissioners had interfered between the engineers and the contractors. He read extensively from the correspondence and testimony to make this clear. One instance was the placing of Mr. Grant over Mr. Hodgins' district, as an inspecting engineer. Another evidence was the refusal of chief engineer Lumsden at Quebec to give major Hod-gns any advice. Mr. Barker was confident that major Hodgins' retirement was

decided upon as soon as he refused to follow the Quebec price in classification. On a division the majority report was adopted by a vote of 98 to 53 Herron asked whether James Nixon, sub-agnt for the dominion lands at Macleod, is employed by the government or the N.T.R. commission.
"No," replied Hon. Mr. Graham. "He

left the railway commission in July The dominion lands act was passed after various votes on two more amend-

The speaker first decided points of order which blocks the bill on Saturday. He still held R. S. Lake's amendment out of order, but decided that as the lands need to be introduced by resolution. Mr. Hon. Mr. Scott, in charge of the bill, Lake then remodelled his amendment to come within the ruling to instruct

the government to hold an inquiry into the setting aside of western lands for higher education. A division was taken setting as the setting aside of western lands for higher education. A division was taken setting the setting as th

Herron moved to amend the residence condition for grant of homesteads, by providing that the residence of the mothers of a family may be accepted as a substitute for the residence of those mentioned in the bill required to secure permanent settlement on lands. This was negatived on the same division as the preceding and the bill was read a bill stands for amendments with the third time.

(Special to The Daily News.)
OTTAWA, July 9—Resolutions in favor of the All Red project were introduced in the commons by the premier this morning. In introducing the matter Laurier said that when the proposal was brought to the attention of the imperial very general approval, although dissent and carping criticism was heard in cer-tain quarters. One thing was certain, if such a line was established it would make Canada the route of travel nct only between England and Australia, but h tween Europe and the orient. had the advantage of geography in this matter. Vessels of the Lusitania's class would make the voyage across the Atlantic in four days, but the com success of these vessels was not yet established and perhaps we would have to be satisfied with vessels of 20 or 21 knots which would make the Atlantic in five days. The Transcontinental rai way would make the run across As to the service on the Pacific, s Wilfrid said he hoped a 20-knot service would be feasible, but perhaps an 18 knot service would be as much as could

reasonably be looked for. The govern-

simply desired to be placed in a position

to approach New Zealand and Australia

prepared to submit any

on the subject, so that whatever was agreed to might be presented to parlia ment on a later date.

Hon. G. E. Foster, replying on behalf of the opposition, said that sir Wilfrid Laurier did not seem to be as confiden upon this matter as he had been at the imperial conference. The credit for the All Red line scheme did not belong to Laurier. In 1887 the conservative government had presented proposals to par-liament for improvement of the means of ocean communication, but these ha been opposed by the liberal opposition o that day, including sir Wilfrid, sir Rich ard Cartwright, sir Louis Davies and others. The idea of the All Red line from Britain to Australia through Canada, found expression at the cold ference of 1894. In 1896 the Tupper Allan line for a 20-knot service on the Atlantic, but this was repudiated by the Laurier government for an absurd con-tract and the result was we are still with out a fast line. Concluding, Mr. Foster

insisted that the whole project was one for investigation in view of the obligaions already imposed upon the country by the G.T.P. contract.
R. L. Borden seconded Foster's views and was speaking when the house rose at 1 o'clock. He did not think Canada should be pledged to an indefinite project to the extent that the resolutio

At the afternoon session R. L. Borden after dwelling on the necessity of developing trade routes, offered an amendment declaring that more favorable freight rates and an efficient system o cold storage are essential features of such a project. Also that having regard to the heavy obligations in which the government has now involved the country, that no contract or expendit this purpose be made without the ex-

press approval of parliament.
Hon. Clifford Sliton followed, claiming the adherence of all conservatives in deference to their traditional policy of loyalty. Admitting the force of amendments, at present they have no thing less than negatived the original resolution. Mr. Sifton disclaimed any personal interest and stated that Australia would be satisfied with a 30 day service, saving 13 days. The Atlantic service now cost the dominion \$679,000 and Canada would have to pay another the G.T.P. what had that to do with the issues between the government and the issues between the government and the instanced Germany to show that despite the 2nd day of July the bill stood as two big tariffs, vigorous trade followed a costly fast service. The service would March. Had the change been made take five years to complete and a start

hould be made at once.

W. F. Cockshut, Brantford, could not understand why South Africa was left out of the scheme and he thought prefer-ential tariffs should be arranged before a steamship service.

Hon. W. S. Fielding said the opposition's amendment meant nothing and that the party was hostile to the scheme The question of freight rates and storage were calculated to alarm f nunciers Hon. Mr. Foster ridiculed the attitude

of the All Red line scheme.

The premier, in closing the debate said that while Mr. Foster ostensibly favored the scheme, he was actually do-ing his best to kill it. The government merely wanted the assurance of the peo ple at their back in the negotiation Bordens amendment was defeated by 108 to 48, and the resolution was approv-

ed by 109 to 47.

Defending the militia department to day, sir Frederick Borden said the recent commission was not as workmanlike as that of 1892. It had evidently been the intention to surprise the officers and gave no opportunity for preparation. ave no opportunity for preparation. The house adjourned at 1:05 after passing votes totalling two million.

The supplementary estimates brought down tonight and include \$100, 000 for locating the Hudson's Bay rail way and for large public works. In the supplementary estimates

British Columbia are the following: Cranbrook public building, \$10,000; Cumberland public building, \$25,000; Chilliwack public building, \$5000; Dun-cans public building, \$5000; D'Arcy is land leper station, quarters for lepers \$1800: Grand Forks building, \$5000 Greenwood public building, \$50 smith public building, \$20,000; Nanaimo public building, \$2500; New Westmin-ster public building, \$2000; Revelstoke public building, \$10,000; Vancouver examining warehouse, \$80,000; Victoria postoffice alterations and additional sum of \$10,000: Vernon public building, \$12,-

sums to improve the telegraph service in the west. There is a sum of \$180. 507 for a steamship service between Canada and Australia and a sum of \$25,000 is provided to purchase additional land for the British Columbia penitentiary, and \$100,000 for a further immigration

It had been expected that in addition to the increases of salaries provided by the civil service bill for the inside service, that an increase of ten per cent to cover the increased cost of living would be given all round. It is now under stood, however, that there will be no increase other than that provided in the bill as it would entail a larger amount than is generally supposed, and the ques-tion is postponed until next session for further information.

service in Alberta.

An effort was made in the senate today by senator Landry, to kill Hon. G. P. Graham's bill to amend the railway act. He moved the three months' hoist on the ground that there was no need to ble the size of the commission and to increase the salary bill of the country by \$25,000. ·

An amendment was accepted which provides that summaries of important judgment must be printed in the annual ort of the board. The bill to restrain the use of tobacco

by young persons was advanced a stage.
On motion of senator McMullen, an amendment forbidding all persons to chew on the streets was adopted.

END OF LONG STRUGGLE

LIBERAL GOVERNMENT ABANDONS ELECTION BILL

CLOSE OF THE SESSION LOOKED FOR ON JULY 18

OTTAWA, July 8.—The long struggle over the election bill has ended, with the following net result: The government gives up the propo sition of preparing electoral lists in un

organized Quebec along the Transcon-tienental railway.

The government gives up all inter-ference with British Columbia lists. The government wholly abandons in terference with the preparation of the voters' lists in Manitoba, leaving pro

vincial authorities to determine absolutely who shall vote in that province Judges will define polling sub-divisions, as they do now.
In six constituencies in New Ontario district judges are authorized to make a final revision of lists. These judges are to act according to seniority, and have absolute authority to appoint ennumerators and control the whole

machinery.
Mr. Borden comes out of the strug gle with great credit. He has conducted the affair with dignity and manliness, holding to the position he took at the beginning, making no bluster, showing no irritation, but calmly and firmly holding his ground. He was always willing to confer with the premier, and ready to accept an understanding that would allow business to go on. The premier could never mis-understand Mr. Borden's attitude, though he underestimated his power of resistance, and the strength and de out the struggle, the opposition was fortified by the unwavering sup port of every member of his party, and knew that they would stay with him as long as it was necessary to win the

On the other side sir Wilfrid was uncertain and ambiguous. It was impossible to learn what he intended to do, if he had any definite design. Every statement he made in public was capable of various interpretations. The premier of Manitoba thought he had able of various interpretations. the latter would keep his hands Manitoba. But when Mr. Roblin was gone, no distinct statement to that effect could be obtained from sir Wilfrid, nor would he, during the three months delay, put before the house in writing the amendments which he proposed to

July the session of 1908 would have been much shorter and the position of the liberal party in parliament much more comfortable.

Mr. Aylesworth withdrew his propo-

sition with every sign of annoyance. He spent some two hours praising the features which he withdrew in the remaining hour of his speech, and finally explained that the abandonment was at the request of the premier. The applause which Mr Aylesworth enjoys was wanting on that sorrowful occasion Behind him were members who in sev eral caucuses had declared that the must be forced through, under clos-if necessary. The rank and file ure if necessary. The are now much confused and disgusted They do not know exactly who is to blame for the disagreeable situation, but they confess that they are trying to follow a leader who is no longer able to lead, and are supporting a group of ministers who are incapable of governing, and yet persist in all sorts of des-

potic measures.

In the committee stage of the Aylesworth election bill, the opposition offer ed as sustitutes for various clauses the stringent provisions against fraud and corruption which were contained in the conservative bill introduced by Mr. Alcorn. These included section

providing: That all contribution to election funds be paid to the legal agent of the candidate, who must furnish a sworn state-ment with vouchers giving every detail

of election expenditure. The contractors under government shall be prohibited under severe penaland the high and rapid water made th ties from subscribing to election funds. That officers of the federal and provincial governments be prohibited under severe penalties from acting for can-didates, from canvassing, or enaging in take place tomorrow to St. Margaret's any form of campaign activity.

These amendments were opposed by the government and voted down. The Aylesworth bill borrows from the conservative platform the clause forbidding election subscriptions by cor-But the government draws

the line at contractors. In these days of over-classification opportunities, and of 900 per cent profits on marine department contracts, contributions this source must not be shut ou

NOTES Parliament has been sitting sever months, and is within two or three weeks of the end of the session. Yet the supplementary estimates, which wi probably contain several hundred items

The Hudson's Bay railway measure, calling for some \$15,000,000 appropria tion, is also withheld.

June financial returns show a co tinued falling off in the dominion reve The amo unt for the first quarte fiscal year is more than \$4,000 000 behind the same three months 1907.

Canadian failures for the first months of 1908 were 881, or 308 more than in the same period last year. The

The private secretary of the Ministe of Marine has been telling the public accounts committee how Mr. Broden and his merry party managed so much money on their "official" visit to Europe. The secretary's own person up to \$956. He gave \$45 in one day in tips for the group. The party evidently moved in Oriental splendor.

IRRIGATION CONVENTION

Meetings to Be Held at Vernon Con

mencing August 10
VERNON, July 10.—In pursuance the arrngements made at the last conof the Western Canada Irriga tion association, the executive board has already held several meetings to settle details in connection with the coming gathering, which, it has been decided, will be held during the week beginning Monday, August 10.

It is expected that a most interestin programme will be carried out, which, hoped, will include papers from Pro L. G. Carpenter, director and profess of irrigation, Colorado Agricultural co lege, Fort Collins, Col.; senator W. Edwards; A. E. Ashcroft, Esq., C. E., o Coldstream; J. S. Dennie, of Calgary and others. Another important feature will be the comprehensive discussions anticipated on the vital subject of wa-ter legis ation. Further details will be furnished in a later circular. It has also been arranged to charter a steamer and give the delegates a trip down Okana gan lake, stopping at various points view the systems of irrigation now operation or in process of construction This three-day excursion down the lake should be one of the most attractive features in connection with the conven-

The following is the skeleton pro gram for the week:

Menday, August 10—Arrive Vernon,
11 a. m. Three business sessions, at

11 a. m. Three business sessions, at 11 a. m. 2 and 8 p. m.

Tuesday, August 11—Three business session, 9:30 a. m., 2 and 8 p. m.

Wednesday, August 12—Drive over Grey canal irrigation system. Evening session at 8 p. m.

Thursday, August 13—Leave Vernon for Kelowna, 7:30 a. m. Drive over the irrigation system of the Kelowna Land & Orchard company. Friday, August 14—Leave Kelowns

for Penticton, stopping at Peachlan and Summerland. and Summerland.

Saturday, August 15—Leave Penticton on return trip, calling at Okanagan
Center to visit the irrigation system there.
Special railroad rates will be secure

from all parts of the four western prov ines to Vernon and return. Delegates paying single fare to Vernon will be furnished will a return ticket free It is respectfully but earnestly urge that in the appointment of delegate persons be selected who are sin persons be se cerely interested in the objects of an purpose attending the convention, and also that the appointments should be made at the earliest possible date. All delegates purposing to attend will please send their names and post office ddresses to the undersigned at earliest possible date.

CALGARY FAIR

Second Death Recorded-W. D. Ker-

foot Dies From Injuries CALGARY, July 9 .- W. D. Kerfoot who was injured yesterday afternoon by being thrown from his horse at the fair during the live stock parade, die this morning about 11 o'clock. His neck was broken by the fall. He was told last night that there was no hope of his recovery, and he took the news very calmly. His death this morning was a surprise to his physicians as they expected that he would linger for perhaps a fortnight before passing away.

Mr. Kerfoot was one of the old time ranchers of this portion of Alberta. He came here 25 years ago from the south ern stes. He was a thorough southern gentleman and has been a great facto in horse raising and in horse racing ever since he came here. His home is near Cochrane and at one time he was one of the owners of the old Cochrane ranch.

Deceased leaves a wife, four sans and

four daughters. For some years pass he has been a sufferer from rheuma tism which would have incapacitated any other man from riding, but he stuck to his hobby until his death.

BODY FOUND Russian Logger Drowned NearHosme

(Special to The Daily News.) FERNIE, July 8 .- The body of th Russian logger who was accidentally drowned at the Elk Lumber company's camp near Hosmer last Thursday was found today on a sand bank in the Elk river, below West Fernie. To recover the body a boat had to be requisitioned

tion to Coulthard

task difficult and dangerous, but the A very pleasant function took place in the general manager's office of the coal company building this afternoon, when the ooce staff gathered there for

the purpose of making a presentation to R. W. Coulthard, sales agent of the

Crow's Nest Pass Coal company for some years, on the occasion of his departure for the east, where he will reside in future. He was presented with a very handsome travelling suit case and toilet articles, while mrs Coult hard and their little daughter were the recipients of a pretty pearl and dia mond sunburst and a beautiful gold bracelet respectively. Very commitment Crow's Nest Pass Coal company bracelet respectively. Very complimen-tary remarks were made on the ser-vices rendered by Mr. Coulthard to the company in the many years he had been associated with it, an on his unvarying courtesy and genial disposi-tion, which brought forth a very feeling reply from the recipient, who thanked thedonors for their kindly expressions of goodwill and the beautiful gifts.

Spokane Flyer last night on a visit to loncton, N. B., where she will remain for be few weeks. Colonel Rudolph Dorn and A. Ferris. of the Crow's Nest Fuel Co., of Spo kane, arrived in town today on business

Mrs. A. B. Trites left by the So

PROVINCIAL LITIGATION

with the local coal company

INTERESTING APPEAL BEFORE THE PRIVY COUNCIL

DEPUTY ATTORNEY GENERAL NOW IN LONDON

Deputy attorney general McLean has gone to London, to look after the litigation which the province has now pending before the privy council. There are no fewer than four matters to come before the supreme court of appeals, and sir Robert Findlay, attorney general during the fast conservative administration, and admitted leader of the parliamentary bar will argue the various cases. One of the matters is Watt v Watt in which the point at issue is whether or not the supreme court of British Columbia has jurisdiction in divorce matters. This is an appeal from a decision of Mr. justice Clement, who held that the court did not have jurisdiction. The full court revised his decision but the matter is being taken to the privy council so as to have the matter finally determined. All the judges of the supreme court, except judge Clement, are on record as upholding the jurisdiction of the court. If judge Clem is sustained it will be necessary to troduce remedial legislation, as there have been a large number of divorces granted in British Columbia from time to time, many of which have been fol_

lowed by remarriages, which would other

Another of the provincial appeals is that of Norton v. Fulton. This is an action brought against Hon. F. J. Fulton, then provincial secretary, for damages foi not having delivered a petition of right to the lieutenant governor for his consideration. It seems that the minister, by an oversight, merely laid the matter before the executive council which decided to refuse a flat. Upon the suit being brought, the petition was laid be-fore the governor, with the result that the flat was refused as before. The case was tried before Mr. justice Morri. son, who allowed the plaintiff his costs, but withdrew the case from the jury on the ground that at best only nominal damages could be assessed. The plain-tiff appealed from this ruling to the full court and was beaten. He then appealed from this ruling to the supreme court of Canada, where he was successful. The verdict of the supreme court of Canada is now being challenged by the defen-

dant before the privy coun lant before the privy council.

The third case is in re Makinee, the Japanese, who was detained under the provisions of the British Columbia immigration act. The proceedings were ultra vires of the provincial legislature by the chief justice, whose decision was upheld by a unanimous judgment of the full court. Appeal from this decision has been taken direct to the privy council without going before the supreme court

of Canada.

The last case is a criminal one and will consist of an application for leave to appeal against the decision of the full court in the Walkem case. Such an appeal does not lie as of right, but only by special leave. The appeal will be taken decause of a point of criminal law of the conduction of great importance to British Columbia, with its close relations with the United States, which is raised directly for the first time, is involved. The point is whether it is an offense under the code to counsel the commission of a crime which is to be committed outside the jurisdiction of the court. The court, of course, has no jurisdiction over a crime committed in a foreign country, but it was argued before the full court by decommitted in a foreign country, but it was argued before the full court by deputy attorney general McLean that the counseiling itself was the offense, so that it mattered not whether the crime was subsequently committed within the jurisdiction or at all. The majority of the full court dissented from this view, which will now be urged upon the privy council if that body considers the matter of sufficient importance to give special leave for the appeal to be brought.

MOOSE JAW HOLDIJE

Railway Mail Clerk Relieved of Cash-Civic Troubles

MOOSE JAW, July 9.—At midnight of the 6th, a railway mail clerk laid in-formation with the police that he had been held up by two men, one of whom poked a revolver in his face, while the other relieved him of about \$14. Owing to darkness, identification will be du-

There is trouble in the civic departments again. Supt Holden, appointed on the reorganization in February, has resigned. An unconfirmed report as-cribes this to the action of chairman Grobb, of the fire, water and light committee, in ordering a reduction of the civic power staff, and that the remainder be put on 12-hour shifts. This Supt. Holden thought impractical and re-

The civic draymen are also on strike as a result of a reduction from \$5 to \$4 per day. The men are firm. Ald. Rutherford, chairman of the board of works, declares rather than pay \$5 the city will shut down work, as they consider the city a victim of combine.

MAKING GOOD

(Special to The Daily News.) GRAND FORKS, July 4 .- Mr. and Mrs. Martin Burrell returned to the city last night after an extended trip through the Okanagan and Kamloops district. During his absence Mr. Bur rell addressed a number of meetings of the various fruit growers' associations and boards of trade in connection with the experiences gained during his visit to the old country last winter, when he lectured on British Columbia for the provincial government. Asked as to the results of his trip through the Okanagan. Mr. Burrell said that excellen meetings were held at nearly all points and the greatest interest was manifested in the vital question of markets the old country and elsewhere. "Growers everywhere," said Mr. Burrell, "are commencing to recognise that the ma ing those who are engaged in building up the fruit industry at the presentime. Closely related to this question and almost equal in importance is the much-vexed one of varieties, and on this matter a very strong interest

also shown."
"What is your opinion as to the char-

acter of the fruit industry in the disticts you have visited?" Mr, Burrell was asked
"I may say in the most emphatic way that it confirmed the belief that I have held for sometime past, viz—that British Columbia is destined to be one of the most important fruit countries on atout it all is that the vast majority of the growers are going at things in a thoroughly businesslike way and are eager to adopt the best methods along the various lines of their work. In r gard to the methods of cultivation I cannot speak too highly. With hardly cannot speak too highly. any exceptions the orchards are clean thrifty, and excellently planned. Muci praise is due to the big companies who are handling large tracts of land and who in many cases are planting por-tions for their purchasers and taking care of the trees until bearing age is reached. Thus, in the case of the South ern Okanagan Land company's holdings at Penticton, a large acreage has been planted for absentees, and no better advectisement for the country could be given than the care which has been given to the young orchards by the company. Some 800 acres are planted round Penticton, largely in peaches, and the Messrs. Shatford are to be hearitly congratulated on the splendid

they have done.
"In company with J. M. Robinson drove over the Summerland district and was astonished to find the large area planted the cultivation again being of the best kind. Here, too, the heavies the case at Peachland where everything looked of the most promising nature.
The amount of peaches which will be shipped from these points in the lower Okanagan in the near future will as-tonish some of the people in the peach growing districts of the east. To Mr. Robinson belongs very largely the credit of having developed that section of the country. His untiring energy of the country. His untiring energy, and unquenchable faith in the resources of the district have been the means of bringing in large numbers of spiendid settlers and the country owes much to untiring energy, him. At Naramata, across the lake fro Summerland, he is now engaged in the task of building up another settlement of which we shall certainly hear much

in the future.
"At Kelowna and northward the character of the orchards changes, the planting being chiefly to apples. Two big companies are operating here, the Kel-owna Land & Orchard company, and the Central Okanagan company. A lot of plans for big irrigation projects are being rapidly pushed forward. With its energetic community and great area of available horticultural land, Kelowna ha

The immense acreage of young orchards connected with the Coldstream properties is one of the most striking proofs of the growth of commercial horticulture in this province and here, too, the cleanli-ness of the orchard and the thrifty apness of the orchard and the thrifty appearance of the trees were most marked. The Grey canal trigation project which is now being pushed vigorously, will bring under orchard another big area and the work of handling and shipping the thousands of carloads of fruit in the near future will be an important factor in the building of Vernon itself, already a flourishing and progressive city. At Armstrong and Enderby not so much planting has been done yet hundreds of planting has been done, yet hundreds of acres of fruit have been set out and the expansion will be rapid from this on.
"From Enderby I went to Kamloops by
way of Salmon Arm. A noticeable improvement in the latter place has taken place during the past few years and from its advantageous situation and the healthy appearance of the orchards, both old and young, I think this section will have no difficulty in "making good," indeed, it as done so already. In Kamloops I found great improvements and a drive up the North Thompson district revealed a large number of orchards recently planted and well looked after and here, as elsewhere, it was demon strat in how marvellous a manner the apparently barren wastes can be deemed to beauty and use by water and

intelligent work."

Asked as to how things elsewhere compared with the Kettle valley, Mr. Burrell remarked that we had every reason to be satisfied with our conditions. Though on a small scale in comparison with the Okanagan, yet the valley in regard to soil and climate need fear no comparison with other portions of the country. is most encouraging," said Mr. Burre in conclusion, "to note all over the province the large and healthy character of this horticultural development and with may well be proud as British Column bians of the place our country is bound

FRONTAGE

(From Tuesday's Dai (From Tuesday's Daily
The most important matter
before the city council at it
last night was the discussion
power plant. This lasted for a
but finally resulted in the cou
preting the attitude of the mers Bullock company as a of inability to fill their contra this assumption instructing the licitor to notify the company municipality would install ar governor itself, but at the Another subject also came

will make a big difference to ance of the sity in a few year out. This was the frontage to nection with cement sidewalks street between Hall and Koo Several other questions of terest were also taken up, t having a busy session and on There were present mayor T aldermen Procter, Hale, McM

After the reading of the m first business taken up was t of the payroll . ELECTRIC SIGNS

The fire, water and light comported recommending that all tending more than two feet wall of the building shall not mitted except they are illumin trically on both sides, that they over 12 feets above the sides for each source for of surface. for each square foot of surface be at least 20 candle power div not more than eight units, tha ters of the sign shall not be 12 inches in depth and of pro-width, that these clauses be ad-bylaw on these matters and tha not complying with these p shall be removed. The comm port was adopted. AWNINGS

AWNINGS

The special committee on aw ported that they had looked into ter and found that there was reause of complaint. On the of many of the iron awning brac socketed into brick walls or pi height of 6 feet 10 inches above walk instead of 7 feet as the quired. As 6 feet 10 inches we cient height for pedestrians to p they recommended that the altered to 6 feet 10 inches, awnings had often sagged for to the irons were attached fring were an obstruction to passers the committee recommended whole awning should be 6 feet above the sidewalk, the distance to the irons were attached fring were an obstruction to passers the committee recommended whole awning should be 6 feet above the sidewalk, the distance would be a feet above the sidewalk, the distance was a part of the awning which was a part of the awn

SHIPYARD WATER M The mayor read a lengthy of dence with reference to the six ter main laid last year at a co ter main laid last year at a co-city of \$5800 and for which is it was maintained that the C. promised to pay \$50 a month; to on the other hand saying that promise had been given. Mayo said he had taken up the ma F. F. Busteed at Vancouver elicited from ex-mayor Gillett Selous and ex-Ald. Hume lett pletely covering the city's cas CEMETERY ROADS

complaint made as to the the roads within the ceme ferred to the works committee

FORESHORE LEASE The Yale-Columbia Lumber The Yale-Columbia Lumber asked for an extension of the on the foreshore for 15 years. a lease for four years at \$1 per 1996. They wished to do some were spending large sums the city and were employing m Now they are expending \$75, railway in order to ensure a supply of less.

supply of logs.

Mayor Taylor said they h of the adjoining lot to the east government for 21 years, da 1899. He thought that the should be supported. The cit use for the foreshore as yet. Ald. Procter had no object stipulated that if the industry continued the lease should la other firm might want the fo

a going concern.
The city clerk said that allforeshore leases expired in 191
Ald. Hale moved that the r
granted, the lease to be for 15 y going concern. the present time, the company t less than three months in cutive twelve months. Ald seconded and the motion carricity solicitor was instructed to the lease and submit it to the

SEWERAGE D. Maglio made a fresh appli a sewer to his new house on Ob a sewer to his new house on On street. He was willing to do excavation and filling in if the piled the pipe.

The city engineer reported would still leave the city ove to cut. The cost of the job

out \$400. Ald. Procter supported the Ald. Hale thought it was a for the frontage tax bylaw to

appearance.
The mayor said a tax bylaw assed and that had to be a nder certain limits if the city reserve its credit abroad. T diture of the city already was it-looked as if the rate of taxa have to be 40 mills. Really manner in which to deal withings was by means of the from Ad. Hale said Mr. Maglio ha fered the same terms as other fered the same terms as other for sewers, namely, to do all vating and filling, the city sup

Ald. Procter moved that the be granted.
There was no seconder wher
McMorris moved, and Ald. Hal that the letter be filed. This

FRONTAGE TAX The property owners on Ba