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D CONFERENCE WITH THE MINISTER

of Trade Council Confers With Hon. William Templeman

(From Friday's Daily) The council of the Board of Trade...

only really new subject which considered concerned the sug- through geological survey of over Island, and it was urged so much force that this most im- survey should be undertaken a very earliest possible date by dominion government; further, when it was completed large giving all the particulars should published, that the minister of in- revenue was induced to promise this matter would receive his earnest attention. He more- informed the members of the all that he was in most cordial ment with them upon this point, he added that no less than 12 of the 24 geological survey par- that were sent out by the Ottawa ment during the year just past been despatched into the province British Columbia, including par- tially Vancouver Island. He also added the council of the many ser- diculties which are constantly encountered in connection with survey and exploration work up- this Island, owing to the almost eral presence in the interior of forest and well-nigh impassible brush.

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GRAND TRUNK PACIFIC BILL

Hon. F. J. Carter-Cotton De- fended Bargain of the Government

THE OVERHEAD BRIDGES

Said Full Provision Had Been Made For Access to the Sea

(From Friday's Daily)

The venerable president of the council swung into the debate on the Grand Trunk Pacific bill at yesterday's sitting of the legislature. Rising to attack the stand taken by the leader of the opposition on the matter, Mr. Carter-Cotton put up a very strong plea for the second reading of the government measure.

The debate was full of entertaining features, as Messrs. Macdonald (Ross- land) and Oliver (Delta) were not slow to interrupt the speaker whenever an occasion offered. In each case, however, the ready quip was returned with in- terest by the president of the council. Asked by Mr. Macdonald whether the overhead crossings at Prince Rupert were to be switch-back bridges, Mr. Carter-Cotton replied that they would be "pons asinorum, which honorable gentlemen opposite cross with ease."

Two points of criticism were met particularly by the speaker. He referred to the waterfront bargain at Prince Rupert and to the question of provid- ing the public of that city with free access to the water. He demonstrated by means of a specially-prepared map that the government had secured a one-fourth of the waterfront and that ample provision would be made for streets to the waterfront.

On the head of this map, the debate was again adjourned. Mr. Oliver said that the speaker referred to plans and maps that had not been produced for the inspection of the House, and moved adjournment of the debate until such time he should have studied these exhibits.

New Bills Introduced.

Mr. McBride introduced a bill to amend the Coal Mines Regulation act. This provides that coal miners cer- tificates of competency shall be granted by a board of three examiners, to be constituted at each colliery which the lieutenant-governor-in-council may designate, and such board shall consist of one member appointed by the lieutenant-governor-in-council, one member, with two alternates, appointed the manager or managers of the colliery, and one coal miner, with two alternates actually working in the colliery and possessed of certificates of competency as such. These latter shall be elected by the coal miners working in the colliery. The board will hold office for one year.

Mr. McBride introduced a bill to amend the Companies act to the effect that free miners' licenses may be issued to companies.

Mr. McBride introduced a bill to amend the Plover Mining act. This gives the gold commissioner power to extend the limits of a claim, bench or dry diggings beyond the limits of the bench or dry diggings, but not to exceed two hundred and fifty feet square.

An important amendment to the Mineral act was introduced by special message. The bill of Mr. Hawthornthwaite (Nanaimo) to amend the Coal Mines Regulation act, passed second reading. This provides that all operators shall put in safety clutches for cages, to prevent accidents when rising and lowering the miners. This regulation, he said, was now in force in Pennsylvania and other parts of the world.

Speaking in favor of the second reading of the bill the premier said that an inquiry was at present being conducted in England to determine the value of this safety clutch. He suggested that Mr. Hawthornthwaite amend the bill so that the House might be able to take advantage of the result of the inquiry. To this the member for Nanaimo assented.

Club License Bill.

The House went into committee on the attorney-general's bill to license social clubs. The title of the bill was changed to "An Act to Regulate the Use of Liquor on Club Premises" and the short title to "Clubs Regulation act."

An amendment was applied to section 4 of the bill, to the effect that the Liquor License act and the Liquor Traffic Regulation act should not apply to clubs. To this Mr. Williams (Newcastle) objected, stating that this would make the club a twin sister to the blind pig. He stated that a man would now go to the club to "get a jag," and so the club would compete with the hotel. Mr. Bowser pointed out that the bill would put great many alleged clubs out of business, and so safeguard the law.

Mr. Brewster (Alberni) took exception to the section providing that the provincial police should look after the enforcement of the act. He said that this would be all right in the unorga- nized districts, but in municipalities the municipal police should act. He asked whether a man who had been "sawed" could get liquor in a club.

The attorney-general pointed out that it would cause confusion if the municipal police were given jurisdic- tion.

It was further provided by amend- ment that the lieutenant-governor-in- council, and not the attorney-general shall have power to cancel club licenses. The bill was reported with amend- ments.

The adjourned debate on the Grand Trunk Pacific came next in the order. Hon. F. J. Carter-Cotton rising to reply to the leader of the opposi- tion, he declared that Mr. Macdonald had contradicted himself in his speech, stating that he wished to help along the construction of the railway, and at the same time declaring that the railway was trying to get more than it was entitled to from the coun- try. The government had been charged in dealing with the Prince Rupert townsite, the waterfront, and other matters, that the government had on the contrary exercised every precaution and had carried out the provisions of

last session's act in a manner calculat- ed to reserve the interests of the public and at the same time not interfere with the conduct of the railway com- pany.

Grand Trunk Pacific Bill. There were two fundamental prin- ciples involved. The province was dealing with what was destined to be the greatest transcontinental railway on the continent, and so the government should be chary of doing any- thing which might injure its interests.

On the other hand the interests of the province should be protected in its share of the Prince Rupert townsite. In the latter matter the railway was the predominant partner, and anything the company suggested for the benefit of the townsite must also benefit the province.

The leader of the opposition had taken two grounds as a criticism. He had said that in the division of the waterfront the government had not taken the best advantage of its right of the province to secure its proper share. Again, he had said that in the arrangement with the railway company provision had not been made for the public access to the waterfront, which they were entitled to.

"These statements," he made, I presume," said the speaker, more from a lack of knowledge of the facts than from any real intent to criticize the government.

Here the president of the council produced a dainty map done in pink and blue, and some other maps. On this he started to demonstrate to the opposition the salient points in the government's bargain for the waterfront. He said that the government had five blocks of waterfront in all. The 1,500-foot block was the most valuable piece of land in the townsite. The leader of the opposition had said that the water was very deep at that point, and that it was not possible to build the wharf at low water was from twenty to twenty-five feet deep. Mr. Macdonald then explained that he had said that the railway right of way ran down below low water mark, and that it was not possible to reach the wharves by an overhead crossing.

"You will see from this map that part of the land owned by the province lies between the right of way and the water."

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Mr. Oliver (Delta) suggested that the president of the council use the official map instead of the one he had brought in. The map in hand might have been prepared for this purpose. Mr. Carter-Cotton picked up the official map, and declared that it was identical with the other.

Mr. Macdonald then explained that he had said that the railway right of way ran down below low water mark, and that it was not possible to reach the wharves by an overhead crossing.

Mr. Carter-Cotton: "Yes, for a little way. But that makes no difference. (Laughter from the Opposition benches.)"

The overhead crossings will cross the railway on the level," continued Mr. Carter-Cotton. "They will then connect with the wharves by means of planes running parallel to the railway tracks. Evidently Mr. Macdonald got into deep water in this matter, but that is no reason why he should not speak out to sea. The bridge will be twenty-three feet above the tracks."

Pons Asinorum. Some of the members seemed to be under the impression, had the speaker, that the situation at Prince Rupert was the same as that at Vancouver. The approach to the wharves in Van- couver was about 12 to 15 per cent, while none of the wharves at Prince Rupert would be more than ten per cent.

Mr. Macdonald: "Is it going to be a switch-back bridge?"

Mr. Carter-Cotton: "No, just a simple bridge, even as the pons asinorum which can be crossed over by anybody."

He went on to state that no less than nine approaches to the water had been provided for the waterfront, in- stead of the one that the railway might do. Naturally, if the railway was going to do any business it would need some bridges of its own.

Mr. Oliver: "These are not on the plan."

Mr. Carter-Cotton: "They are on the plan as registered and the subse- quent agreement."

Mr. Carter-Cotton stated that in accordance with the bill of last ses- sion the government would provide that the water-ends of all streets lead- ing to the waterfront should be im- proved to afford the public free access to the sea.

Mr. Macdonald: "This is not pro- vided for on the plan attached to the order in council."

Mr. Carter-Cotton: "Until the en- tire townsite has been surveyed, it will be impossible to map out all the streets. The Hon. Leader of the Opposition has said that millions of dollars have been spent on these overhead bridges, and almost wept at the thought of the burden that would be placed in this way on the province and the future inhab- itants of Prince Rupert. I can tell him that it will not cost more than \$5,000 to build one of these bridges."

Mr. Oliver: "What will they be built of?"

Mr. Carter-Cotton: "Of timber."

Mr. Oliver: "How long will the people of Prince Rupert be satisfied with timber bridges? The government should look farther ahead than the life of a wooden bridge."

One for Mr. Oliver. Mr. Carter-Cotton: "The hon. member for Delta looks forward to the length of time he will be in opposi- tion. That will be a long time."

"There is one matter that has not been touched upon," he continued. "The railway company had gone to the railway commission and obtained authorization to take all the water- front land on the west of the town- site, including two blocks now held by the government. The government acted in a businesslike manner in con- sidering the arrangement they did, ac- quiring these two blocks."

Mr. Carter-Cotton explained that it was impossible to compare conditions at Vancouver and Prince Rupert. In Vancouver there was a bluff over- looking the water, and the railway depot and the C. P. R. wharves, but east of Granville street the townsite was comparatively level, and there was a gradual approach to the water. In Prince Rupert conditions were en- tirely different. There was a bluff along the waterfront, and the water was 150 feet in height. Anybody conversant with conditions in the north- ern city would know that the govern- ment had made a satisfactory choice of its waterfront blocks. As for the 3,000 feet below Seal Cove it was as valuable as any land in Prince Rupert. In this latter block the government had a valuable asset in the future de-

velopment of Prince Rupert. There was room for almost any number of large industrial establishments, and already several applications for leases were in hand.

Government's Bargain Good. "To show how erroneous is the idea that the government has been flinched in this matter," continued the speaker, "the government has stated that the railway company is willing to exchange this block for one of a similar area in any part of the water- front east of the 3,000-foot block. We do not make their offer, as much of the waterfront held by the railway is rough and difficult of approach. The railway must build a line all down the waterfront, and some three miles will be required to reach this portion. This will cost the railway between \$60,000 and \$600,000."

Mr. Macdonald asked whether the railway was willing to give up the block of land adjoining Hays Cove. After inviting Mr. Macdonald as the guest of the government to take a trip to Prince Rupert, with the chief commissioner of lands as his guide, philosopher and friend, Mr. Carter-Cotton said:

"The matter seems set on Hays Cove. They propose to put in a Y there and save a considerable expense in cutting down the bluffs, to exchange 3,000 feet there for the other block."

Mr. Cotton: "Another of the things that the hon. member for Ross- land (Mr. Macdonald) was that in those sections anyone wanting to go to the waterfront would have to walk a mile and a half."

Mr. Macdonald: "I beg pardon. What said would be to walk a mile and a half along the water front be- fore coming to an overhead bridge or approach."

Mr. Carter-Cotton: "Even in that case a person trying to get to the water front would in no case have to walk more than three-quarters of a mile. But the honorable member is mistaken, for when the overhead bridge is built the distance will not be more than half a mile."

The speaker again drew attention to the map which he had prepared and invited members to study it as it gave the best possible picture of the situation. Referring to the irregular piece of land obtained by the province in exchange, the speaker remarked that it was not as rough as Mr. Macdonald had said. As a matter of fact he had been in- formed by the surveyor that it con- tained some of the choicest real estate property on the townsite.

Mr. Oliver: "If that is so, why is it not subdivided?"

Mr. Cotton: "I am informed by the Chief Commissioner that it was not included in the joint survey now being carried out."

An Island on the Land. He went on to refer to the tract of land which had been described by the leader of the Opposition as an "island," surrounded by water on all sides. "An island," remarked Mr. Cotton, and he went on to point out that the wharves contemplated in the way of bridges, etc., which would make it perfectly accessible.

Mr. Macdonald: "I was speaking from the official map which does not show any such provision."

Mr. Cotton: "That is why I brought this map into the House."

Mr. Macdonald: "Unfortunately the map I refer to is the official map to which is attached to the order-in-council and which will govern in the future when the choice of rates are being determined."

Mr. Cotton: "I do not understand that to be the case. When the survey is finished, the official map will be prepared and deposited. All the sur- veying will be completed when the map referred to was made, and it only shows the rights between the parties to the waterfront. The choice of rates must not be forgotten that as the rail- road is to be built, the choice of rates of the townsite may be relied upon in its own interest to make all parts of the waterfront accessible. I may add that the government of course cannot accept the amendment before the House."

In response to further questions, Mr. Cotton said that owing to the conformation of the waterfront, the level, that traversing the govern- ment block. After further questions, Mr. Fulton explained that what had been styled in the debate as the official map was merely a preliminary subdivision of the waterfront into general subdivisions. In the work of actual survey on the ground it would be necessary to make a more de- tailed survey of the waterfront, and Mr. Macdonald again objected that that would only be granted on the usual terms and the powers claimed in the bill were not unusual. Mr. Williams, however, appeared to be in no way reassured.

Province Might Have Had More. Dr. Kerwin of Skeena said that he did not propose to deal at length with the question of the subdivision of the waterfront, as the matter, although it is largely a question of opinion; but from his own knowledge and from what he had heard from people familiar with the ground he would say that in his judgment the province should have got more than they did.

The question, however, of street ends being free to the water was of the most vital importance to Prince Rupert. The speaker read the sections in last year's act regarding the street running to the sea, and stated that he had found that all the streets would run down to the waterfront; now it was found that they didn't. Displaying the big blue print which has figured so largely in the debate, he pointed out that one street went through to the sea unobstructed. That was through the waterfront; now it was found that with that experience before them the government should have managed differently.

Mr. Cotton: "What good are street ends which shut on a bluff from 30 to 100 feet above the water?"

Dr. Kerwin: "If you look at the map you will find that there is only one street which is not obstructed."

Mr. Cotton: "If you look at the other and later map you will find that it is not obstructed."

Dr. Kerwin: "I can only find two on that."

Mr. Cotton: "There is the railway company's wharf. They have got to have streets to that, if they are to have any use of it."

Mr. Kerwin: "I am going to point nine approaches marked on the map he had with him, and said that this and other information would be found on maps of the government offices. Dr. Kerwin complained that of the nine, seven went through provincial lands."

He also objected that the street approach- es to the overhead bridges.

Member for Greenwood. G. R. Naden, of Greenwood, but now living at Prince Rupert, was the next

speaker. The Attorney-General had spoken of the people of Prince Rupert being satisfied with the arrangement. How could they know what it was? The speaker was there and did not. The At- torney-general and the provincial sec- retary made speeches there, but the map they had was not easily distinguishable, the lights fading with the result that the people did not under- stand them and don't know now. They certainly never understood that the waterfront was to be accessible only over government lands by crossing over wooden bridges. In a city like Prince Rupert the overhead crossings should be of stone. The approaches to these would have to be 400 or 500 feet long, which would entail an enormous ex- pense.

"When the people of Prince Rupert really know what the agreement is," said Mr. Naden, "they will be disgust- ed. The government seems to have sent as far away as possible for some lands, then asked architects, and when it they could possibly manage it they have refused to bring the streets down to the sea. The agreement is bad on this point."

"The division of waterfront is a matter of opinion, but the attorney-general told us that the government strip of 3,000 feet near Seal Cove was to be reserved for railroads, and now the president of the council says that it is to be used for manufacturing purposes. Why don't they tell the same story? What appears to be the best residential property is situated on the hill just above it, which seems to be bad judgment."

Mr. Cotton: "The strip is available for factories."

Mr. Naden: "The attorney-general said that it was going to be reserved for future railroads. If the bluffs are such that the streets cannot be graded down to the water, at any rate they might be put in for pedestrians. As it is the streets are and are blocked by private property."

Stuart Henderson wanted to know if the alterations mentioned would not necessitate another deed, order-in-council and ratifying statute. Mr. Fulton thought not, although some unexpected contingency might arise making it again necessary to deviate from the agreement in the public in- terest, which case, he thought, the house would be asked to pass legisla- tion.

H. Hawthornthwaite did not take much interest in the matter as he did not think that in any event the work- ers would be benefited. But the government was congratulating itself on helping to build up a great city. He did not believe in great cities. They were a great misery, and he wanted a telegraphic account of a report of an English royal commission on the evil effects of overcrowding in great cities. So far as the agreement was concern- ed it was quite evident that the G. T. F. was asking more every day, and would never be satisfied.

Saying that he wanted an opportu- nity to examine the additional maps and data which he was informed were available, Mr. Oliver then adjourned the debate.

Goat River Power. The debate in committee on the Goat River Water Power and Light Co. was the next item on the pro- gramme, after the Pacific Coast Coal Mines bill had been passed through the report stage without opposition.

Parker Williams (Newcastle), at- tacked the bill in his best style. He referred to the Crow's Nest power, and asserted that on occasion under guise of getting a railway char- ter valuable coal lands had been se- cured. In this case while pretending to want to build a tramway a valuable waterpower was in reality what was wanted.

"This so-called railroad proposition is a piece of bunkum just as raw as has ever been perpetrated on this House," said Mr. Williams. "What does the government want with an electric tramway? What these people are after is the water power, and they get it they will keep it till the time is ripe and then unload on someone else at a large profit."

H. Scholefield: "Have you ever been to Creston, or are you talking about something you know nothing whatever about?"

Mr. Williams stuck to his text, and said that it was not necessary to go to the spot to get the information he required. The attorney-general did not think that anything of the kind sug- gested was intended. As to the water power, that was fully safeguarded by the Water act now before the House. If the bill passed the water power would only be granted on the usual terms and the powers claimed in the bill were not unusual. Mr. Williams, however, appeared to be in no way reassured.

W. R. Ross: The honorable member is a member of the committee that reported the bill to this House, and it would be interesting to know what has happened since to make him change his mind.

Mr. Williams insisted that the bill had been considered by the committee on its merits. Mr. Ross said it had, but in order to make sure he had just consulted the minutes of the committee. He had found that he was right and that Mr. Williams had consulted the minutes after the House rose. In any event he did not realize before what the bill entailed.

Work Was Needed. Mr. Scholefield, who has charge of the bill, said that the work was needed, and that the capital was ready subscribed to go ahead directly the bill was put through. Most of those interested were residents of the neigh- borhood. He believed it to be a proper bill or he would not have introduced it. Mr. Hawthornthwaite opposed the bill, and conferred special powers and Mr. Scholefield did not realize what he was introducing. One of the sub- sections would have the effect of with- drawing the company from the opera- tion of the new Water act. Mr. Scholefield denied this, and Mr. Hen- Golden and Ashcroft had similar and even wider bills and no harm was done. Such undertakings required the powers asked for. This was primarily an irrigation company and would make a garden out of a wilderness. The member for Nanaimo was not impressed by what he called indus- trial wilderness, and he thought in- creasing the powers of the Water act should combine to support the power. He repeated that extraordinary powers were conferred. The bill sought to set aside the Companies' act and the Water act.

Mr. Scholefield offered to accept an amendment on this point, as such legislation was not asked for by the promoters of the bill. To that end he adjourned the debate.

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