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TWICE-A-WEEK EDITION. VICTORIA, B. C. FRIDAY, JANUARY 25, 1907.

VOL. 38.

No. 31.

RECEPTION TO H. C. BREWSTER

WELLINGTON GREETED LIBERAL NOMINEE

C. P. R. Car Shops at That Point Closed to All But Conservative Politicians.

H. C. Brewster, the Liberal candidate in Alberni district, met with a flattering reception Wednesday night by a large number of the electors of Wellington, who met to hear Liberal principles expounded and the shortcomings of the McBride government laid bare.

The chairman also took occasion to comment on the eight-hour day in the province, and the question in its relation to the electors of Alberni district. It was a well-known fact, said the chairman, that Mr. Manson was under the influence of the C.P.R. Mr. Brewster, in his canvass of the electors of Wellington, asked permission to go through the C.P.R. shops, and his request was refused.

Mr. Brewster was greeted with a round of applause when he rose to speak. Better terms was the first issue dealt with by Mr. Brewster, who criticized the action of the Premier McBride, whom the speaker termed as "The Big Gun," but whom he called the "Big Jolly." The Premier, full of bluster, had gone to Ottawa to look after British Columbia's interests, but left the conference insulted by the offer of a million dollars.

Mr. Brewster attributed the prosperity of the province to the fact that the neighboring states of the union and the Northwest Territories were going ahead, which in turn had its effect upon this province, and that due to the want of the acts of the McBride government.

The action of the government in borrowing a million dollars at the command of the bankers was severely criticized by Mr. Brewster, his remarks being received with approval by all those present. The government borrowed \$1,000,000 and paid 5 per cent, while the half of the amount was lying in the bank drawing only 2 per cent interest.

The resignation of Bob Green was also dealt with by the speaker in an eloquent manner, his words falling on attentive ears. Machine politics was also discussed, and the rantings of the Conservative press in the matter was turned against the McBride government when Mr. Brewster asked why Mr. McKay had been taken from the Lands and Works department and planted down in Kaslo to keep Bob Green's seat warm.

Wild Land Tax. Mr. Brewster's remarks on the wild land tax were very favorably received. The speaker read the plank in Mr. Macdonald's platform dealing with the matter. The stand of the Liberal party on the question was stated as being the right one in the interests of the poor man.

The education legislation of the government was also severely handled by Mr. Brewster, who pointed to the burden placed upon the settlers of the country by the obnoxious measure. The remedy for the situation was to be found in the system of state education advocated by Mr. Macdonald and his followers. McBride's railway policy was also discussed. It consisted, said Mr. Brewster, in the government offer to the C.P.R. of \$1,600,000 to build a branch line from Spences' Bridge to the boundary line. This was frustrated by the actions of two Conservative members from Vancouver.

Mr. Brewster, in his closing remarks, Mr. Brewster announced to his hearers that he would again address them before election day, and why should he be accompanied by Mr. McInnes, who had found things so rosy in the interior of the country that he had intended, and finish the campaign in the districts of the coast.

Mr. Brewster, in closing his speech, appealed for the votes of his hearers and closed his speech amid a hearty round of applause.

Dr. E. England, before the city council last evening, gave several valuable hints on the subject of boulevarding and replied to a number of questions which he invited the aldermen to ask. At the conclusion of the regular business of the meeting he took the platform and related, briefly, the history of the honorary board of park and boulevard commissioners at Winnipeg, illustrating the good work which has been done by this body since it was first formed.

When the construction of boulevards was commenced, however, a still stronger opposition was met with. This work was carried on at the expense of the property owners, the cost of the sidewalks and curbing being raised on the one-third local improvement plan. The actual cost of boulevarding was covered by a direct frontage tax. Referring to the system at present prevailing, Dr. England said that the boulevards are constructed, generally, at the request of the property owners themselves, and that the latter have realized that such work greatly in-

COLOSSAL SCANDAL AT LAST UNEARTHED

Reasons for Green's Retirement are Disclosed---Tremendous Jobbery in the Lands and Works Department.

(Special to the Times.) Vancouver, B. C., Jan. 22.—The Vancouver World this afternoon says: "In 1905 a company called the Transcontinental Exploration Syndicate applied to R. F. Green, then chief commissioner of Lands and Works, for leases of 32 sections of coal lands on Pine river which, when the early construction of the Grand Trunk Pacific railway through that portion of British Columbia is considered, are certain to become of great and immediate value."

Later on there was a hitch. Either Green thought he had not received a sufficiently large share of the plunder or an objection was raised by one of the chief's colleagues. By this as it may, two eminent lawyers then resigned, and still in Vancouver, were retained by Caron to press his claims. Armed with the correspondence between Caron and Green they interviewed the executive council. At the meeting all the members except Mr. Fulton were present.

Mr. Green replied, thanking Caron for his beneficence and naming Neil Mackay, then Premier McBride's private secretary, as a safe person in whom to vest the ownership of the shares. Caron wrote Green stating that the value of the shares which were to be given to him as a free gift, and which were rated at one pound eighteen shillings, was \$37,000.

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Caron also secured leases for coal lands on Telqua river in the same section of the country for which Green was given another share in the name of the G. T. P.

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FOUR LIVES LOST.

Buffalo, N. Y., Jan. 21.—The hurricane which swept the Niagara frontier yesterday has subsided. A more extended estimate places the damage at the port of Buffalo at about \$1,000,000. The high waters of Lake Erie receded to-day, leaving some of the stranded lake liners high and dry. Three persons were killed in the collapse of buildings, and another was drowned.

Motor Yacht Racing. The Dixie Selected to Represent United States in Contest For the Harnsworth Trophy.

New York, Jan. 22.—A challenge has been forwarded to the Motor Yacht Club of England by the Motor Boat Club of America, naming the Dixie, owned by Commodore Edward J. Schroeder, as the representative of America for the British International cup known as the Harnsworth trophy which was last year won by the Yarrow, representing England.

Kenoras Win Stanley Cup. Montreal, Jan. 21.—The Stanley cup goes to the Kenoras team, defeating the Wanderers by 8 to 6. With five minutes to play it was 5 to 6 in favor of Kenoras; two minutes to play it was 5 to 6; and just before time was called Kenora put in another.

RESULTS FROM LIBERAL POLICY

PROVINCE DERIVES DIRECT BENEFITS

To Meet Competition C. P. R. Will Likely Build in Northern British Columbia.

An announcement contained in a dispatch from Montreal to-day indicates that the C. P. R. intends constructing their line through the Yellow Head Pass, thus paralleling the Grand Trunk Pacific route for at least a part of the way across the province. The announcement will be received with joy by the residents of British Columbia, who are anxious to see the railway lines possible constructed in the province.

It is many months since the Times made the announcement that the C. P. R. was contemplating building to the Pacific by way of the Yellow Head Pass. It has long been felt that if the company was to compete in the carrying of freight with other transcontinental roads a different route from that now used by the company in its main line across British Columbia would have to be adopted. The dispatch from Montreal to-day indicates that this course will be decided upon. It is safe to say, however, that the C. P. R. in adopting the line according to the original survey, namely, by the Yellow Head Pass, has not yet finally decided upon the terminal point on the Pacific. This is a matter which will occupy their attention later.

The invasion of the northern portion of British Columbia by the C. P. R. and the consequent opening up of that section of the province which must follow construction, is the direct result of the policy pursued by the Dominion government in providing for the building of the G. T. P. through new British Columbia without any aid from the province.

Mr. W. W. B. McInnes, speaking at Cumberland a few days ago, very effectively disposed of a question put during the meeting as to what would be done with G. T. P. Mr. McInnes said the G. T. P. was not an issue in this election. It had been removed from British Columbia politics by the policy of the Dominion government in providing for the construction of the line without aid from the province. The company had to complete the road across British Columbia. The present government has refused a land grant when it was asked for by the G. T. P., and if the company asked the Liberal government for a land grant when the latter came to power it would be refused.

PROVINCE GETS SMALL RETURNS

IN ADMINISTRATION OF TIMBER LANDS

Government's Policy is to Advantage of Speculators Who are Not Slow to Act.

In no more striking way has the incapacity of the present government of British Columbia been shown than in the management of the timber resources of the country. The demand for the timber lands of the province has become so great that it is fairly estimated that from the revenues to be derived from that source alone the debts of the province could be entirely paid off. This would of course be under proper administration and not according to the system which the present government pursues.

The timber of the province is rapidly passing into the hands of speculators, who in many instances are reaping a rich reward at once or in other cases are holding the lands at what is merely a nominal charge, assured that in the course of a few years they will make an immense profit out of the investment.

The government's policy is one which plays directly into the hands of speculators and is not calculated to insure the passing of the timber resources of the country to those who will make use of them by the erection of mills and the employment of labor in the manufacture of lumber. On the contrary the system by which the lands are acquired affords an excellent chance for those acquainted with the timber resources of the province to acquire a nominal rental, which amounts to only about 22 cents an acre, hold the timber for an assured increase in price.

So disadvantageous are the interests of the provincial treasury does this system act that the holder of licenses which have been made transferable and for which only 22 cents an acre is paid, have been offered in many cases very large bonuses as an inducement for them to transfer. It is usual for a bonus of from \$5 to \$10 an acre to be offered over and above the government dues, but with the advantages which are sure to follow by the holding of these timber lands the licensees in many cases refuse to part with them at these prices.

The government thus hands out to the speculator a merely a nominal figure the timber lands of the province, while the latter in turn is put in a position to make a fortune by disposing of the timber to the actual millmen or loggers, who must buy at the speculator's own price.

The policy in Ontario where the sale of timber berths has resulted in placing the finances of that province in a most satisfactory condition could, according to those best acquainted with the condition, be well followed in large part by British Columbia. When a timber area is applied for in Ontario a survey is made by the government, and after advertising the tract is offered at competition, and the highest bonus offered takes the berth. The government dues are all payable in advance in British Columbia, in addition to the bonus paid. The result of this system is to increase the revenues of the province many times over what they are in British Columbia without working any hardship on any one.

TIME EXTENDED.

Ottawa, Jan. 23.—The time for receiving competitive designs for the new departmental block on Sussex street has been again extended from March 15th to July 12th. This extension was asked for at a meeting of Canadian architects in this city.

ALTERNATIVE LINE OF C. P. R. TO COAST

Corporation Disclose Plan Which Indicates They Will Parallel Grand Trunk Through Yellowhead Pass.

Montreal, Jan. 22.—Vice-President Wm. Whyte, of the C. P. R., having concluded his conference with Sir Thomas Shaughnessy, it is announced that six or seven millions will be spent next year, and that the independent line from Winnipeg to Edmonton, via Saskatchewan, will be pushed ahead with all possible speed.

Another line that will be extended to the point of junction with the one just described, is the Pheasant Hills branch, which is now completed as far as Strassburg. There will give the company control of that region of Saskatchewan and Alberta.

It has also been decided that another fifty miles shall be added to the line which is being built from Moose Jaw to the Saskatchewan river.

The management hope to get through the whole of the heavy rock work that has to be done in connection with the double tracking between Winnipeg and Fort William. The distance between the two points is 428 miles. It is expected that 300 miles of the double tracking will be ready for taking out of the 1907 crop.

EX-ATTORNEY-GENERAL IS LYING LOW

several days at Quesnel for repairs after the Liberal meeting. The champion incident coming down the road this week looks like hope of finding a few Conservatives in the bush. He is causing much amusement with his lavish promises of what "McBride and me" will do. Messrs. Jones, Yorston and Wade are on their way to Quesnel Forks to-day.

Rally at Nelson. Nelson, Jan. 27.—A grand Liberal rally was held in the opera house to-night. The building was packed to the doors. W. W. B. McInnes made, as usual a strong speech on behalf of Dr. Hall and J. Fred Hume.

120-Mile House, Jan. 22.—A splendid meeting was held here last night. Addresses were delivered by Harry Jones and R. Yorston, the Liberal candidates and Dr. Wade. No opposition speakers were present. In fact it is hard to find any Conservatives at this point. The Liberals will have a large majority here. Charles Wilson was laid up.

BEAUTIFYING OF WINNIPEG PARTICULARS GIVEN VICTORIA COUNCIL

Dr. E. England, of the Western Metropolis, Met the City Fathers in a Body Last Evening.

Dr. E. England, before the city council last evening, gave several valuable hints on the subject of boulevarding and replied to a number of questions which he invited the aldermen to ask. At the conclusion of the regular business of the meeting he took the platform and related, briefly, the history of the honorary board of park and boulevard commissioners at Winnipeg, illustrating the good work which has been done by this body since it was first formed.

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RACING FIXTURES. Dates Are Practically the Same as Last Year.

New York, Jan. 22.—The stewards of the Jockey Club yesterday assigned the racing dates for the year. They came to an understanding in the allotment of days to each track much earlier than last year. This would tend to show that the racing officials are acting in harmony. It was only necessary for the stewards to take a formal vote on the dates and pass them. They are practically the same as last year, with the exception that the Belmont Park will have two meetings in the spring of nine days each.

RAILWAY ACCIDENT.

Fort William, Ont., Jan. 21.—Train No. 2, east-bound, is derailed at English, Ontario. Only the engine remained on the track. No details have been received. The train was carrying two 75, a freight train, left the track on a bridge, which is damaged. No. 97 is held here waiting No. 2.