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British Columbia Owns the Island.

As Shown by Correspondence Between Provincial and **Dominion Governments and Naval Authorities** i R spect to Naval Reservs.

Admiralty and Dominion Government Protested Against a Sale of Certain Lands But Provincial Government MaintainedTheir Right.

Claim of the Dominion Government to Deadman's Island Effectively Disposed Of by Letters of Twenty Years Ago.

The correspondence quoted below seems to show beyond the slightest doubt that the title to Deadman's Island is vested neither in the Federal nor the Imperial government, but in the Provincial government, but in the Provincial government. To prove that the Dominion has no title whatever in the island, or any other land on Burrard Inlet, the following may be quoted from a letter by Premier Smithe of British Columbia, dated at the Russell House, Ottawa, April 4, 1884, and addressed to Sir John Macdonald:

"2. That your government having definitely decided not to extend the Canadian Pacific beyond Port Moody as a government work, the crown lands which are located to the west of Port Moody shall revert to the province, and shall be open to be dealt with as may be deemed hest by the government and legislature of the province."

To this Sir John Macdonald replied:

"2. Port Moody having been fixed upon by the Canadian parliament, in the control of the serves have not been gazetted. I have, and the Canadian parliament, in the surveyor-General.

the province.
To this Sir John Macdonald replied:
"2. Port Moody having been fixed upby the Canadian parliament, in the act incorporating the Canadian Pacific railway, as the Pacific terminus of that railway, the Canadian government has no claim upon any lands ia your prov-

The Chief Commissioner of Lands and Works to the Honorable Mr. Trutch:
Victoria, B. C., 20th Nov., 1880.
Sir,—In reply to your letter received yesterday, I have the honor to enclose a copy of a report made by the surveyor-general with its annexes.

th its annexes.

The report shows that no definite record s to be found here as to the naval or military reserves made in the early period of British Columbia's existence. There is of British Columbia's existence. There is no record of the acceptance by the colonial office of any lands, even of those at Esquimalt; and the evidence of acceptance of the latter would seem to rest solely on the occupation of the naval authorities.

The reserves at Burrard Inlet are marked "government reserves," and not naval reserves, though the tract numbered (2) on the accompanying plan is referred to in the accompanying plan is referred to interest the site of the small town of Granville: the site of the small town of Granville: tracts 4 and 5 have not been deart with.

No trace of any executive or other minute relating to the question can be found. The

as made on the 29th ultimo, action upor was deferred, on account of the import nice of its statements, until its accuracy will be verified. I have the

ould be verified. I have, &c., (Signed) GEO. A. WALKEM, Chief Commissioner of Lands and Work The Surveyor-General to the Chief Commissioner of Lands and Works:

Surveyor-General.
(ENCLOSURES.)

Extract from letter of Sir James Douglas to the Duke of Newcastle, secretary of

Terms of Union, and the tract of land lately granted east of the Rocky mountains."

In pursuance of the agreement thus made between the province and the Dominion an order-in-council was made by the provincial executive in pursuance of the following report of a committee of council:

Copy of a report of a committee of the honorable the executive council, approved by His Honor the Lieutenant-Governor on the 10th day of May, 1884:

On a memorandum from the honorable the chief commissioner of lands and works, dated 0th May, 1884, reporting:

That the Dominion government have reinquished all claims to the lands lying to the west of Port Moody, in New Westminster district:

That the words "lands lying to the west of Port Moody," and the tract of land and lately granted east of the Rocky mountaint, all also observe that your grace has caused the suggestion offered in my letter for the suggestion of the harbor of the lambor of the lambor of the suggestion offered in my letter for the suggestion of the lambor of the suggestion offered in my letter for the suggestion offered in my letter for the suggestion of the lambor of the suggestion of the lambor of the suggestion offered in my letter for the suggestion of the lambor of the suggestion of the lambor of the suggestion of the lambor of the suggestion offered in my letter for the suggestion of the lambo

"Ganges," in Esquimalt Harbor,

the Dominion government or any person in their behalf, in respect to the Government or Naval reserve at English Bay, together with a copy of the lease or license granted to Jereminh Regers for the purpose of cutting timber on said reserve."

"Ganges," in Esquimalt Harbor, 9th January, 1860.

Sir,—In reply to your excellency's letter of the 23rd December 1sst, and with reference to its enclosure from Colonel Moody on the subject of making reserves of land for naval purposes at Burrard Inlet, I have the honor to forward herewith a tracing in which I have marked the land which I mour:

The first papers are orders in countil.

Chief Commissioner of Lands and Works.

Mr. Trutch renewed his request for what information the provincial governwhat information the provincial governwas taken. A few months later Adment could give, and received the follow- miral Sterling wrote again to the Lieut.-

Governor:

"Comus," at Esquimalt.

30th November, 1882.

Sir,—I have the honor to inform you that

tion in one case, and the whole of another of these reserves.

Thus at English Bay a grant of 16 acres of the naval reserve was made on the 22nd of June, 1878, to one Jeremiah Rogers, and the existing site of the present small town of Granville, which constituted another naval reserve, about 80 acres, has been disposed of to various private individuals.

The remaining two reserves do not how. disposed of to various private individuals.

The remaining two reserves do not, however, appear to have as yet been interfered with.

with.

As a full report upon this subject is about to be transmitted to the admiralty, through the commander-in-chief, in the meantlme, and until their lordships pleasure is signified, I have the honor to request that you will be pleased to move your ministers to suspend any further disposition of the reserves in question upon which the admiralty have undoubtedly a prior and legal claim as naval property absolutely. I have, &c., (Signed)

J. W. EAST.

Captain and Senior Officer.

The Dominion government in 1886

The Dominion government in 1886 lodged a protest against the sale of certain land, telegraphing to Lieutenant-Governor Cornwall thus:

(TELEGRAM) Ottawa, 9th January
Lieutenant-Governor, British Columbia:
Please notify your government that portion of land proposed to be sold by them on eithteenth instand forms part of a naval reserve, and does not belong to government of British Columbia. Answer.

(Signed) J. A. CHAPLEAU.
Secretary of State. Ottawa, 9th January, 1886 vernor, British Columbia:

The reply to this telegram was:

C. F. CORNWALL. Having evidently given up the reserve at English Bay, the admiralty wished to resume possession of it, and Admiral Culme-Seymour wrote:

&c., (Signed) EVAN MACGREGOR.

In the preparation by the naval department of a return of all admiralty property at the farm of all admiralty property at the saminalty, it has been ascertained that four (6) tracts of land at Burrard Inlet were peserved for naval requirements when British Columbia was a crown colony, pursuant to directions given by Governor Doughas on the 11th January, 1850, his excellency the governor declared that all the lands in British Columbia, and all the mines and minerals therein, belonged to the crown in fee, and that it was competent for the executive at any time to reserve for such purposes as the executive abould deem desirable. From Antornation obtained recently at the government lands and works office in Victoria, it appears that the provincial government have already disposed of a portion in one case, and the whole of another in the case of the naval reserve was made on the 22nd of the colon and bowels are powerless to perform their functions, and hence it is that weak, starved, and exhausted and bowels are powerless to perform their functions, and hence it is that weak, starved, and exhausted the provincial concease, and the whole of another in the case, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease, and the whole of another in the provincial concease in the provincial concease in the provincial concease in the provincial conce

nerves result in such derangements as cause indigestion, nervous dyspepsia, and headache, pains in the back, loins and sides, brain fag, paralysis, locomotor ataxia, tired, languid and despondent feelings loss of energy, ambition and appetite, fear to venture, and incapacity for business, nervousness, weak ness, debility, and irregularities of the delicate female organism.

A Great Discovery

Realizing the deadening, harmful effect of strong, poisonous drugs on the nervous system, Dr. A Chase gave the world the great food cure which has marked a new era in medicine and made it possible to build up and restore the weak, wasted and exhausted nerves.

Dr. A. W Chase's Nerve Food contains in condensed form the very elements required to make the blood pure, rich and red, and create new nerve fluid. Through the sympathetic nerve, Dr. A. W. Chase's Nerve Food imparts new energy and vigor to every orgrn of the human body, and absolutely cures the ailments which arise from weak, exhausted nerves, and thin, watery blood.

Dr.A.W.CHASE'S NERVE FOOD

Is the greatest restorative known to medical science. It cures in nature's way by building up the system. By weighing yourself while using this great food cure, you will note with interest the steady increase in weight which tells of the advance in health and strength Dr. A. W. Chase's Nerve Food. 50 cents a box, at all dealers, or by mail, along with a copy of Dr. Chase's new book, "The Ills of Life a to Cure Them," on receipt of price by Edmanson, Bates & Co., Toronto.

Connection.

Sub-Committee Still Considering Report on Mr. Dunsmuir's Proposal.

Port Angeles & Eastern and Other Schemes Fully Discussed.

That the Dominion government have, required thinks on the many Vincing and the politic strains of the many Vincing and the politic strains of the many vincing and the politic strains of the strains of the politic strains of the p

it up, but they declined. He also wished to contradict the suggestion that the Port Angeles scheme was in opposition to Mr. Dunsmuir's scheme. Mr. Dunsmuir was in favor of a ferry to Port Angeles, and had stated to the committee that Victoria should secure all the convertion possible. The members of the support of the schemes before the committee, neither would shorten the time of a fast steamer, and the bringing of freight cars here would not help the city. If the Oriental steamers could be induced to unload and load here it would say in the avening. To do this the hoat the that Victoria should secure all the connection possible. The members of the committee had been treated most courteously by Mr. Dunsmuir, and he might be permitted to state in passing that if the people knew more of Mr. Dunsmuir more of the people, it way company to extend their line and the properties of the people in the people way company to extend their line and the properties of the people in the properties of the people way should be made to stopping at the outer wharf, but arrangements might be made with the street rail-way company to extend their line and the properties of the people way should be suggested, including one routes could be suggested, including one routes could be suggested, including one routes. and Mr. Dunsmuir more of the people, it way company to extend their line and routes could be suggested, including one would be better for the city. The Port

which purposes of catting timber on said proposes of cattering timber on said proposes of cattering timber on said proposes of cattering timber of the proposes of the land which passed in 1878, allowing Jermish Rogers of the land which passed in 1878, allowing Jermish Rogers of the land which passed in 1878, allowing Jermish Rogers of the land which passed in 1878, allowing Jermish Rogers of the said which is the state of the said

(Signed) J. H. STERLING.
Rear-Admiral and Commander-in-Chief.
Again the letter was referred to the apparently taken, so in 1882 the naval authorities took steps to secure the infollowing letter:
Captain East, R.N., to the Lieutenant-Governor:

"Comus," at Esquimalt.
Sir,—I have the honor to inform you that

"Sternellor, the former lord chan-Rescheil, the former lord chan-Resider, the former lord chan-Resider, the former lord chan-Resider.
NOAH SHAKESPEARE, Chalrman.
Noah Shakespeare moved the probability was that it would not cost the city a cent At a certainty that the Great Northern would not cost the city a cent At a certainty that the Great Northern would not cost the city a cent At a certainty that the Great Northern would be built to that point before the ferry boats were completed. This would be done by running a ferry to Point Rob-int was that it would not cost the city a cent At a certainty that the Great Northern would be saved if the probability was that it would not cost the city a cent At a certainty that the Great Northern would be built to that point before the ferry boats were completed. This would be done by running a ferry to Point Rob-int was that it done and Ald. Williams replied that the Irans-moved the probability was that it would not cost the city a cent At a certainty that the Great Northern would be built to that point before the ferry boats were completed. This would be built to that point before the ferry boats were completed. This would be built to that point before the ferry boats were completed. This would, which was worth looking after, to Victoria & At present the people were paying \$15,000

For any case of nervousness, sleepless-intimeted that the C. P. N. company would not cost the city a cent At a certainty that the Great Northern would be saved if the province would not completed that the Irans-form would not

with, D. R. Ker, Simon Leiser, W. Martchant, B. W. Pearse, R. Seabrook, W.
J. Pendray, Alderman MacGregor, C. E.
Renouf, John Taylor, W. H. Bone, A. J.
Dallain, Alderman Williams, Alderman Connection. There was a route better

toria would be made a common terminal antect the city transcontinental connection. His experience was that whentorial would be made a common terminal antect the city transcontinental connection. His experience was that whentorial would be made a common terminal antect the city transcontinental connection. His experience was that whentorial would be made a common terminal antect the city transcontinental connection. His experience was that whentorial would be made a common terminal antect the city transcontinental connection.

There was a route better prepared to assent to the details of Mr.

Victoria, several others came up. Victorials were the most disjuncted people. (Signed) EVAN MACGREGOR.

Under Secretary of State,
Under Secretary of State,
Colonial Office.

A meeting of the executive council was held, and as a result the following reply was sent to Admiral Oulme-Seymour:

The Lieutenant-Governor to Rear-Admiral Seymour:

Government House, Victoria, Evenuary 5, 1886.

Dallain, Alderman Williams, Alderman connection. There was a route better than any now before the committee.

There was a route better than any now before the committee.

There was a route better than any now before the committee.

This was by ferry from Point Roberts to Condle with advanto to Sidney. By this means both the Great to Sidney. By the only one which could with advantage be immediately seized upon.

The Challoner, T. W. Paterson, R. L.

Drury, C. A. Holland, Alderman Brytos and Northern Pacific would be with advantage to Sidney. By this means both the Great to Sidney. By the only one which could with advantage be immediately seized upon.

The Challoner, T. W. Paterson, R. L.

Northern and Northern Pacific would be with advantage to Sidney. By the only one which could with advantage be immediat

That the proviously gas reasted by the anval as preserved in question of the admiratly, and I cannot find that any remainded the control of the property belonging to the property belonging to the Lieux of the admirative that any action of the property belonging to the property

would be better for the city. The Port Angeles scheme was not an afterthought, but was before the Committee of Fifty before the Dunsmuir scheme was thought of. The proposition was first laid before the Committee of Fifty on April 7, and a week later the idea of securing railway connection by the way of Port Angeles was endorsed, and the only enestion to be cealt with now was not an afterthought, but was before the Committee of Fifty on April 7, and a week later the idea of securing railway connection by the way of Port Angeles was endorsed, and the more the Port Angeles scheme was of Port Angeles was endorsed, and the more the Port Angeles scheme was of Port Angeles was endorsed, and the promoters could say was contended the people of Victoria would be foolish to commit the line was built, and even when it was built it would not carry an amount of business that would be worth

