

COURTING AN INQUIRY.

Premier McBride says the government invites the fullest investigation of the manner in which the Kalen Island townsite of ten thousand acres was transferred from the province to the Grand Trunk Pacific Railway Company. He says the government has nothing to fear. It has from the very first courted the most critical scrutiny of its dealings with the company or syndicate which was the intermediary between the administration and the railway company. As an evidence of the desire of the ministers to have the light turned on we are asked to observe the alacrity with which the minute of council was brought down in the Legislature. It was laid upon the table before the opposition had a chance to ask for its production. Which is all very well, but we understand members of the Legislature and others asked to see that minute of council some months ago, and that their requests were met by the ministers, or some of the ministers, with a very pointed refusal. Then again, when the leader of the opposition moved his resolution for a committee of inquiry, we notice that the Premier objected to the personnel of the commission. Messrs. Macgowan and Manson were named as two of the representatives of the government party on the committee. The Premier is a majority of his friends on the committee of investigation. Mr. Macgowan is one of the Conservatives in the House who objected to the dominating tactics of the Chief Commissioner of Lands and Works. He gave evidence of his dissatisfaction by assisting in the defeat of the government when the Hon. R. F. Green insisted that the logs should go through the House without amendment and in the form in which he, the dictator, introduced it. If the Kalen Island deal were carried out with a single eye to the interests of the province and without reference to the interests of the ministers, or any of them, or to the interests of the members of the syndicate, why should the government be afraid to trust Mr. Macgowan to investigate the facts and to register his opinions respecting them? It is true that Mr. McBride also suggested that another name should be substituted for that of Mr. Manson. But may the substitution have been suggested because the expression of want of confidence in the party loyalty of Mr. Macgowan would have been too offensive to that gentleman and might have resulted in serious consequences to the government? Furthermore, if it were essential in the interests of the province that the terms of the Grand Trunk Pacific should be at Kalen Island and nowhere else, because at other points private speculators had acquired practically all the property suitable for terminal purposes, why could not the government, or the Chief Commissioner on behalf of the government, have conducted the negotiations directly with the representatives of the Grand Trunk Pacific Railway Company? Doubtless all the facts bearing upon these interesting and apparently incomprehensible questions will be brought out before the commission of inquiry. The public will await the publication of them with a considerable amount of curiosity.

NOT TO SULTRY.

Someone has told the Colonist that there was a meeting of the Liberal Association on Tuesday evening and that an exceedingly sultry atmosphere was developed at that assembly. Whoever the representative of our contemporary did not report all the facts, and such matters as he did submit were either distorted or absolutely false. The atmosphere did not impress those who attended as "exceedingly sultry." A resolution condemnatory of the commission appointed to investigate the Valencia disaster was not passed. If such a resolution had been passed it could not have been taken, as condemnatory of the government or of the Victoria representatives of the government, as it is obvious that the commission was selected on the recommendation of the officials of the government, or that the commission came into being automatically just as did the commission that is sitting on the wreck in the state of Washington at the present time. The opinion may have been expressed at the meeting that an inquiry of larger scope than the investigation proposed to be held by Captain Gaudin would give satisfaction to the people of Victoria and of British Columbia. A similar expression of opinion has been sent on to Washington from the city of Seattle, the president of the United States having been petitioned to constitute a competent independent court of inquiry into the same matter. These expressions are not unnatural when we consider the state of public opinion caused by the suffering and the untimely fate of such a large number of people.

The real objects and the principal business of the Liberal meeting held on Tuesday evening were to hear addresses from a number of members of the opposition party in the Local Legislature. This business was carried out with a good deal of profit to those who attended the gathering. Messrs. Macdonald, Oliver, Munroe, Henderson, Brown, Murphy and Jones all addressed the meeting, and if they did not

succeed in producing a sultry atmosphere in the hall, they convinced their hearers that they were doing a good work in the House, were making an exceedingly warm and interesting situation for the members of the government in the Legislature, and created an unmistakable feeling that the prospects of the Liberal party in British Columbia are gratifyingly bright. Our contemporary will find that if it and those it represents are building upon Liberal dissension in Victoria as one reason why the coming summer would be an opportune time to dissolve the House and make an appeal to the people, they have taken refuge in an exceedingly flimsy structure.

THE ATTORNEY-GENERAL AND THE DEWDNEY DEAL.

Mr. Borden, leader of the Conservative party of Canada, has given notice that at the coming session of parliament he will move that no barrister representing a constituency shall be permitted to practise his profession before committees of the House. The object is designed to prevent members from using their official positions for the promotion of private practice, a practice which has grown to such proportions as to constitute almost a grave scandal. Hon. Charles Wilson, K. C., Attorney-General in the McBride government, publicly acknowledges that he is the solicitor of the Sun Life Insurance Company, which is directly interested in the measure now before the legislature for the relief of a small percentage of the taxpayers of Dewdney, the constituency of Premier McBride. This is what might truthfully be described as a "unique connection." Not that there is any implication that Mr. Wilson is using his official position for improper purposes. He is not taking any part in the debate upon the bill for the incorporation of the municipality. He may not have had a hand in the preparation of the bill in which his company is directly interested, although it is usual for an Attorney-General to see that such documents are prepared in proper legal form. He is a silent witness of the proceedings, even refusing to cast his vote in the interests of justice to the taxpayers of Dewdney and the bondholders he officially represents. Nevertheless we submit that the position of the Attorney-General is on anomalous one, to put the case as wildly as possible. It emphasizes the necessity for an investigation into all the circumstances connected with the outrageous proposition of the government with respect to the measure alleged to be designed solely for the relief of the taxpayers of Dewdney. As a matter of fact, only a very small proportion of the people of Dewdney are directly interested in the measure. The majority of them are in a position analogous to the position of the other taxpayers of the province, who will be compelled, in proportion to their interests in the country, to make good the defalcations of the owners of the dyked lands. If there had been nothing to conceal, the government, for its own credit and in order to substantiate its position, would have welcomed an investigation and the submission of all the facts to the people.

TURN OF THE TIDE.

The Whitney Conservative government of Ontario met with its first rebuff in the Kingston bye-election. Edward John Barker Pense, publisher of the British Whig, one of the oldest newspapers in Canada, was the Liberal candidate. Previous to the commencement of the campaign an agreement was entered into by the representatives of the two parties to do their best to conduct a fair and inexpensive contest. A mutual pledge was made to make a bona fide effort to put an end to all questionable and corrupt practices. Mr. Pense, in accordance with this agreement, did not hold a single meeting during the course of the fight. It is necessary to lay this matter as he deemed advisable as a matter before the electorate, he issued through his newspaper. His opponents, as might have been expected, did not adhere to the letter of their contract. They considered the "re- demption" of Kingston would be the crowning glory of the Tory triumph of the previous year. They held big meetings and imported all the great political orators at their command in the belief that the old seat of Sir John Macdonald was at last on the point of returning to the Conservative column. Mr. E. R. Gamey, as the highest type of latter-day militant, mordant Toryism, harangued the multitude in his own peculiar style. There was great enthusiasm and unbounded confidence. The trend of public sentiment was unmistakable—until the ballots were counted. Then it was found that Mr. Pense's majority was larger than it was in the previous contest. This ended the first lesson for the triumphant Whitney spottsmen, who have acted upon the principle that the first duty of a Conservative government is to provide offices for Tory workers. Premier Whitney and Dr. Beattie Nesbitt of Toronto, like Premier McBride and Hon. R. F. Green of British Columbia, have exemplified in their political lives the typical Tory idea of expediency. They have strengthened Liberalism in Ontario as the McBride government has made this province solidly Liberal.

After a very stormy passage from the Orient the steamship Lyra arrived at the outer wharf Wednesday. The ship left Yokohama on the 10th inst. During the greater part of the voyage heavy gales were encountered, and the trip in consequence was longer than usual. The vessel brought about 300 tons of freight for Victoria and a considerable cargo for the Sound, but no passengers.

PROCEEDINGS OF THE LEGISLATURE

(Continued from page 3.)

tion with the undermentioned persons have been complied with: To incorporate the National Plate Glass Insurance Company of Canada; to incorporate the British Columbia Permanent Loan and Savings Company; to amend the "Pacific Coast Fire Insurance Company's Act, 1890"; to incorporate the Canadian Plate Glass Insurance Company; to revise, ratify and confirm the Cowichan, Alberni and Fort Rupert Railway Company Act; relating to the Union Steamship Company of British Columbia, Limited; respecting the British Columbia Northern and Mackenzie Valley Railway Company, and to amend the "Kootenay Power and Light Company, Limited Act, 1897."

The report was received and adopted. Your select standing committee on private bills and standing orders beg leave to report as follows:

"That the standing orders have not been complied with as to publication of notice and presentation of petition in connection with the undermentioned petitions: To incorporate the British Columbia Central Railway Company, and to incorporate the Southern Okanagan Railway Company.

Your committee recommends that rules 57 and 59 be suspended with reference to the two above-mentioned petitions."

The report was received. The standing rules and orders were suspended and the report adopted.

Your select standing committee on private bills and standing orders beg leave to report as follows: "That the standing orders have not been complied with as to publication of notice and presentation of petition for incorporation of the city of North Vancouver. Your committee recommends that rules 57 and 59 be suspended with reference to the said petition."

The report was received. The standing rules and orders were suspended and the report adopted.

New Bill. On the motion of the Hon. Charles Wilson, a bill respecting distress was introduced and read a first time.

Private Bills. The following private bills were introduced and read a first time:

By Dr. King, a bill to incorporate the St. Mary's Valley Railway Company.

By Dr. King, a bill to incorporate the St. Mary's and Cherry Creek Railway Company.

By J. N. Evans, a bill to ratify and confirm the Cowichan, Alberni and Fort Rupert Railway Company Act.

These were referred to the railway committee.

By W. G. Cameron, a bill to incorporate the Canadian Plate Glass Insurance Company.

By George Fraser, a bill to amend the West Kootenay Power and Light Company, Limited Act, 1897.

By A. H. B. Macgowan, a bill to incorporate the National Plate Glass Insurance Company of Canada.

By W. J. Bower, a bill to amend the Lightning Creek Gold Gravel and Drainage Company (Limited Liability) Act, 1896.

Referred to the private bills committee.

Questions and Answers. John Oliver asked the chief commissioner of lands and works the following questions:

1. How many acres of timber lands have the Fraser River Tannery Company under lease or license?

2. For what purposes is this timber acquired?

3. Has this company built a sawmill or sawmills in connection with its holdings?

4. What is the annual rate per acre paid by this company on its holdings?

5. Has the government any reliable information as to the quantity and variety of timber on the holdings of this company?

Hon. R. F. Green replied as follows: "1. 18,730 under lease.

"2. For stripping hemlock bark for tanning purposes.

"3. Have no information on this point.

"4. Two cents per acre per year for the first five years, five cents per acre per year for remainder of time.

"5. The government has no other information than that received from the company, but the company cannot cut any timber other than hemlock, except under special timber licenses obtained under the land act. There is, however, a protest on record from Mr. C. Miller, who complains that a certain section is principally cedar and fir and not hemlock."

John Oliver asked the premier the following questions:

1. Was E. W. Beckett appointed a clerk in the New Westminster land registry office?

2. If so, when was he appointed?

3. At what salary?

4. Has Mr. Beckett been continuously employed in the office since the date of his appointment?

5. If not, has he been represented by proxy?

6. If so, who was his proxy?

Premier Whitney replied as follows: "1. Yes.

"2. March 1st, 1905.

"3. \$45 per month.

"4. Mr. E. W. Beckett was, by clerical error, substituted for Mr. J. M. Beckett, for whom the appointment was intended.

"5. Mr. E. W. Beckett never entered on the duties of land registry clerk. He was, however, re-elected and Mr. J. M. Beckett appointed."

Assessment Act Amendment. The house went into adjourned committee on the assessment act amendment.

Hon. R. G. Tatlow moved as follows: "When the owner of land either grants or reserves to himself, the coal, or the right to win coal, therefrom, he shall notify the assessor of the district of the grant or reserva-

tion, as the case may be, and there- after, if such owner fails to win the same, shall be deemed 'coal land.'"

"At the next assessment of the said land, after receiving said notice, the assessor shall assess separately and to the respective owners the said land and the coal, or the right to win coal, therefrom, and a sale or forfeiture of said land for taxes accrued due after the receipt of said notices, shall not affect the said coal or right to win coal, but the coal or right to win coal shall be assessed, sold or forfeited, as the case may be, separately."

J. A. Macdonald pointed out that the amendment did not cover all cases which might arise.

There was also need to make provision for protecting rights where the owner of the land and of the mineral rights were different. He understood that the intention was to make the amendment apply to lands dealt with previous to the passing of the act. He suggested that the section should be left over for further consideration. This was done.

W. Ross moved that sub-section (1) of section 6 of said chapter 53 be amended by adding the following subsection immediately thereafter:

"(1A.) Provided that, when any of the corporations mentioned in sub-section (5) of this section carry on in addition to any or all of the businesses therein specified, the business of buying and selling real estate, the proceeds of such business, in so far as in excess of the assessed value of the lands sold shall be deemed to be part of the gross revenue of said corporations for the purpose of assessment and taxation."

He said that the reason of this was to avoid a system of double taxation. Lands held by corporations were made to pay taxes on lands as wild or improved lands. On the one hand the company was also made to pay taxes on the revenue derived, thus making double taxation.

Farker Williams and John Oliver objected that the amendment was out of order. Parker Williams thought the corporation should not kick if they chose to go into the "real estate" or "land shark" business.

Hawthornthwaite pointed out that these corporations got the land in many instances for nothing, simply as subsidies. They also were in a position to force workmen to purchase lands from the company before obtaining work.

Mr. Macdonald said it was difficult to avoid double taxation in every instance. He contended that if a company were assessed only \$5 an acre on lands and the corporation paid \$20 an acre it was not fair to expect the company to be free from taxation on the revenue in the latter instance.

Mr. Ross said that the amendment provided that in such cases the revenue above the assessed value would be taxed.

Mr. Hawthornthwaite thought this showed that there was something wrong with the assessing of these lands if the values were put so low.

The amendment of Mr. Ross was carried.

Mr. Macdonald said that the amendment was reported complete with amendment.

Timber Manufacture Act. The house went into committee on the timber manufacture act.

The act was read a second time and the committee reported that it was a desirable act and that it should be passed.

Mr. Ross said that the act was a desirable act and that it should be passed.

Mr. Hawthornthwaite moved in amendment to the section prohibiting the shipping of logs out of the province the following:

"Providing always, that logs cut or hewed by bona fide hand-loggers may be shipped out of the province."

The chief commissioner held that this would do away with the usefulness of the act; as in the past, logs were shipped out. At the present time hand-loggers' licenses were taken advantage of and the government was not really according to the plan intended under hand-loggers' licenses.

T. W. Paterson pointed out that the hand-loggers' licenses were given to bona fide hand-loggers. There were large tracts of timber in this which without the method of taking out by hand-loggers would go to waste and be burned. He pointed out that where hand-loggers employed a donkey engine that the government collect \$10 for each engine. This was unfair. How were the hand-loggers to take the logs into the water without the use of a donkey engine? He contended that the government, in such cases, should be able to ascertain whether the logs cut were really under a hand-loggers' license.

Hon. Mr. Green did not see why the hand-loggers should be dealt with differently to others. If it was decided to prohibit the export of logs, then hand-loggers should also be prohibited. He wanted to know where Mr. Paterson got his information. He said that he was charged for the use of donkey engines.

Mr. Paterson said he was informed by the men who paid it. He did not know whether this was collected by law.

W. J. Bower said that the hand-loggers was a man who used a jack-screw saw and axes. The license was prepared for this class. But one man had taken advantage of the system, and licenses against the law of the province prohibiting the export of timber had shipped out 75,000,000 feet of lumber.

Mr. Paterson wanted to know if the act is contrary to the law.

Mr. Bower admitted that by a technicality of the law he was declared to be within his rights in shipping the logs out. The chief commissioner, the administrator and the chief commissioner and shipped the logs out of the province, using valuable timber and taking advantage of hand-loggers' licenses.

The prohibition of the export of timber conserved the industry in the province. The policy of the government was to build up the province and not the duties of the United States. He did not see why the hand-loggers should be dealt with differently from other classes of lumbermen.

Mr. Paterson said that the last speaker had given an evidence of the greatest weakness on the part of the government. Why it would not allow loggers to get out 75,000,000 feet of lumber? The men who by their own engine could go in and secure a donkey engine and handle the timber of the province were due to all credit and every encouragement. It was ridiculous for a government to pretend that

men could go into the woods of this province and take out timber with their hands and a jack-screw. The timber could not be handled in that way. A government which said that no other way should be employed, not even a donkey engine, nor a horse, nor an ox, in handling timber should get out of business.

Mr. Hawthornthwaite held that the Conservative government should conserve the industries of the province, whether large or small. Special class legislation had been introduced to enable large corporations to drive out the small individual workers. How in the world could a man with common sense talk about his hands and a jack-screw? The woods of British Columbia with jack-screw? He would like to see Mr. Bower try it.

To establish mills in British Columbia did not require the driving out of the men who were coming fewer. This was a desirable class. The government proposes that the men who use jack-screws should compete with men who use the most modern machinery. It was a farce to pretend that the industry represented by the hand-loggers was not to be crushed out. Class legislation to enable the capitalist to exterminate the hand-loggers should be frowned down in the legislature.

Mr. Oliver referred to Mr. Bower as the acting premier, having got off a part of the address intended to have been delivered in the debate on the timber manufacture act. He held that it was the most churlish thing to hear members charge a man with violating the laws of the province when, in spite of every effort being made to do this, the judges in every case declared that he was within his rights.

This man referred to must be a very clever man. He had taken 75,000,000 feet of lumber out of the province in spite of the government. The man had, it was shown, better knowledge of the laws of the province than the attorney-general and all his deputies and other members of the government who failed to prevent the shipments. But, in shipping this man, though shipping 75,000,000 feet out of the province, had paid stampage on only 30,000,000 feet. This was a good thing for the province to have such a capable man at the head of the government.

On the point that \$80 was collected where a donkey engine was used, Hon. Mr. Green denied that this was ever collected.

Mr. Oliver said that the acting premier and the real premier had made the statement that the real object of this bill was to get even with Mr. Emerson.

Mr. Macdonald said that the legislation of the province showed that it was the intention to recognize the rights of a certain class which worked in a limited way. When the prohibition of logs was clearly the intention of the legislature was clearly to exclude this class of hand-loggers, who could not successfully compete with the large dealers.

The legislation of last year had not had any effect in building up mills in the province. The tendency of the legislation introduced by the government was to squeeze out the smaller dealer holding hand-loggers and special licenses. The government had done this by the legislation of last year. The legislation tended to squeeze out the small dealer who sought to make an independent living and force him into the employ of the large corporations.

Mr. Paterson said that he desired to see the timbering industry advanced. But in encouraging the building of mills was there no danger of doing it at the expense of men who should be encouraged in the province? He thought that it would be business to enable men to take the poorer timber of the lands of the province which would otherwise be wasted.

Mr. Paterson said that the business of hand-loggers, as understood a few years ago, was becoming extinguished. These men were becoming less each year, and the legitimate hand-logger was now really extinct.

Mr. Paterson said that there were hundreds of hand-loggers taking timber off the land which would otherwise be wasted.

Mr. Cotton said that at the present time the hand-loggers were not in business. The men who worked under hand-loggers' licenses now cut logs which were collected and taken to the United States.

Mr. Cotton said there was not a mill in Vancouver or Burrard Inlet which did not purchase from hand-loggers.

Mr. Cotton contended that the government should have efficient scalers and the stampage should be collected.

"Hear, hear!" from the opposition.

Mr. Cotton said he knew of two mills built in the province which would have been built in the United States had the export of logs not been prohibited.

Mr. Paterson wanted the name of these mills.

Mr. Cotton did not care to reveal them.

Mr. Paterson said there had been a lot of talk about the mill on the west coast of Vancouver Island being built in consequence of this. This was nonsense. Logs could not be towed from the west coast of Vancouver Island and mills had to be built there. He thought something might with advantage be done to allow of the shipping out of poles and piles and poorer qualities of timber to the United States. At the present time the government could not see its way clear to do this. He thought, however, that the time might soon come for this exportation.

Mr. Paterson said that Mr. Cotton had struck at the root of the matter when he said that the proper scaling should be done. If that were carried out then the inferior grades of timber could not be manufactured in British Columbia and shipped out. If the chief commissioner would give attention to this scaling of logs it would be of much more benefit to the province than any of the legislation dealing with timber which had so far been introduced by him. Scalers were often employed in the mill whose logs were to be scaled.

Mr. Paterson said that the hand-loggers was entitled to the privileges. He did not favor the amendment, but thought the bill could be amended later to give the hand logger further privileges which would be advantageous.

Dr. King pointed out that the bill as framed the timber would have to be manufactured in the province. This would forbid the export of timber into the Northwest, which would be a serious blow to the lumber industry in the interior. He proposed that the



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committee rise and report progress.

Hon. Mr. Green said that the intention was to introduce a section which would allow the Lieut.-Governor-in-Council to permit of timber being exported to any province or territory of Canada. He, however, would not consent to any alteration in the section.

R. L. Drury objected for being late in such shape that the timber men must come to the government and ask for permission to ship to the Northwest.

Dr. King objected to the proposal. It was not right or fair that any mill man should be placed in the position of having to come to the government, and asking for the right to export to the Northwest. The government should be easy of solving the difficulty. The case of the Cascades there was no longer of any logs being exported to the United States. To export to the United States logs would have to be sent by water. It should, therefore, be easy to arrange the bill so as to modify this section. If the section was left over a modification might be arrived at which would be satisfactory to all.

Premier McBride contended that the prohibition against shipping logs out of British Columbia was introduced in 1901 by Mr. Wells. The self same time the industry was clearly in the time. The government in this bill looked only to the maintaining of the industry in British Columbia. The Premier held that the mill on the West Coast of Vancouver Island would not have been built had it not been for this prohibition.

Mr. Drury said the Premier did not understand the conditions there or he would not say this. The Premier said it was perfectly feasible to ship logs from the West Coast. Rafts had been sent from Seattle, Everett and elsewhere on Puget Sound to California.

The intention of the government was not to put the hand logger out of business. It was not until Mr. Emerson made a wholesale violation of this principle that there was any cry in favor of the hand-loggers. He was informed that Mr. Emerson got a number of hand-loggers' licenses and sent a corresponding number of men out to take out the timber in a wholesale way. The government had done everything to encourage the hand-loggers.

Mr. Paterson wanted to know if the Premier agreed with Mr. Bower that to confine hand-loggers to the use of jack screws, and if that was the way the government proposed to encourage the hand logger?

The Premier said he did not know that this was the intention. He was informed that the committee rise moved by Dr. King, carried by a vote of 19 to 17, J. H. Hawthornthwaite, Farker Williams, W. Davidson, A. H. Cove, Macgowan voting for the amendment, and John Houston not voting.

In spite of this the chairman persisted that the motion was lost after two counts. Before the third count was made Mr. Houston said to relieve the situation he would vote in the affirmative, which made the vote 20 to 17.

The motion was carried amid applause from the opposition.

The committee rose and reported progress.

Mr. Macdonald said that he would like to ask the premier to take until to-morrow to consider his position in the House.

The Premier said his position was perfectly safe in the House.

Dewdney Disincorporation. The house went into adjourned committee on the Dewdney disincorporation bill.

Hon. Chas. Wilson, solicitor of the Sun Life Insurance Company, said he had a statement to make. It had been represented that this was a bill for the relief of the Sun Life Insurance Company. The latter company did not need any relief. It was not interested in the results of this legislation. If this bill did not pass that corporation could by process of law recover its rights. But in doing so some would be driven from their farms. That corporation, actuated by a humanitarian spirit which did not often actuate these companies, had refrained for years from taking action. He said that he refrained himself from voting on the bill because the firm were the solicitors for the company.

J. H. Hawthornthwaite wanted to know if the attorney-general held the claim to be a just one.

The attorney-general repeated the statement made previously, that the company had a claim that could be supported in the courts.

Mr. Oliver pointed out that the act had not been complied with respecting the provision for a court with respect to the drying by-law was promulgated. He also pointed out other vital defects in complying with the law, and these he held would render the drying by-law illegal. He also pointed out that the Sun Life Company had not in other instances dealt so leniently with those under its power, but had prosecuted.

"What case do you refer to?" asked the attorney-general.

"Sun Life vs. Elliott," said Mr. Oliver.

The attorney-general said that that

WEEKLY WEATHER

Victoria Meteor. Jan. 31st 1905. At the commencement of the week a storm area of low pressure was moving northward from the coast of Washington coast. Its focus Charlotte Island and Mainland coast where the barometer was rather heavy gales prevailed and it was in this gale Valencia was wrecked on the coast of the province. The weather factor during the persistence of an high barometric pressure over the greater portion of the coast, being in the Pacific a Rockies. The movement pressure have forced it from the ocean northward, and the passage of British Columbia has no course through the province, but has crossed the extreme end of the province, and the confined chiefly to the province and the adjoining coast and Washington.

At Vancouver—High 51.0 on 31st; lowest, 41.5 on 31st; snow, 1.75 inches.

At New Westminster—High 50.0 on 31st and 30th; rain, 1.74 inches.

At Kamloops—High 50.0 on 28th; lowest, 22 on 28th; snow, 5.00 inches.

At Barkerville—High 40.0 on 24th and 25th; snow, five inches.

At Fort Simpson (to 21st)—High 27.0 on 21st; lowest, 17.0 on 21st; snow, 1.75 inches.

At Atlin—Highest 27.0 on 21st; lowest, 2.0 on 21st; snow, two inches.

At Dawson—Highest 26th; lowest, 6.4 on 26th; snow, two inches.

At Port Simpson (to 21st)—High 27.0 on 21st; lowest, 17.0 on 21st; snow, 1.75 inches.

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