## THE PROVINCIAL

Committee Approve Preamble of West Kootenay Power and Light Company's Bill.

Estimates Brought Down by Hon.

Mr. Tatlow---Consideration
at Next Sitting.

Wednesday, February 28, 1906.
T two o'clock, the House met and after prayers by the Rey. H. A. Carson, the following Bills were introduced, read a first time and ordered to be read a second time tomorrow:

By Mr. Hall—Bill intituled An Act to amend the Municipal Elections Act.
By Mr. McNiven—Bill intituled An Act to make provision for securing the safety of passengers traveling on, and for preventing accidents and injuries to employees on, tramways and street railways.

Dr. Young presented the 18th, 19th and 20th reports from the private bills committee as follows:

That the preamble of Bill intituled To amend section 2, sub-scection (a),

Mr. Henderson moved to add the fol-lowing new section: mr. Henerson and the total mr. Henerson and the lowing new section:

"Any holder of a timber leasehold or of a special timber licence who may desire to secure a right of way across any crown-granted lands for the purpose of constructing chutes, flumes, a road or roads or other works for use in getting out timber from the limit covered by his lease or licence shall give:

"(1) Thirty days' notice of his intention to apply for authority to construct and use such chutes, flumes, road or roads or other works by an advertisement published one month in the British Columbia Gazette and in a newspaper published or circulated in the district:

"Tr. Young presented the 18th, 19th and 20th reports from the private bills committee as follows:

That the preamble of Bill Initialed An Act to amend the False Creek Poreshore Act, 1904, has been proved, and the Bill ordered to be reported with amendments. The report was received. That the preamble of Bill initialed An Act to incorporate the Royal Plate Glass Company of Canada, has been proved, and the Bill ordered to be reported with amendments.

The report was received.

The preamble proved of Bill initialed An Act to amend the West Kootenay Power and Light Company (Limited) Act, 1897, and the Bill ordered to be reported with amendments. The report was received.

Questions and Answers

Mr. Oliver asked the hon, the premier the following questions:

1. Have the government received any communication from the forestry association, or any person, relative to the necessity of better fire protection to our forests?

2. If so, what action does the government propose to take?

The Hon, Mr. McBride replied as follows:

"1. Yes.

"2. The matter is under the consideration of the government."

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"The Hon, Mr.

being opposed on its merits but solely because the opposition thought they saw an opportunity, on a proposal which contained certain elements of unpopu-larity, to turn the government out. That was the sole explanation of their

that justified the determined opposition which he and his friends should offer. The country had suffered through the delay in railway construction, the only justification for any land grant in this province was speedly construction, and the settlement of the country which follows. If that were not secured the province would never stand for the grant of a single acre. It was not possible to tabulate with accuracy the actual loss to the province, a large loss of revenue had been sustained in addition to the delay in opening up the country. The grants of land in S. E. Kootenay in blocks 4593 and 4594 were illegal and had been so declared, was it therefore a reasonable plea to put this forward to justify delay? He opposed the Bill mainly on the ground that they had not completed the undertaking to which the grant was attached and were therefore not entitled to the relief asked for. In conclusion he wished to point out that in every transaction with the C. P. R. in which the government was concerned the former had been treated far otherwise than if the latter were their creature. Why they had started their legislative career by increasing railway taxation, which mostly affected the C. P. R. fivefold. And in spite of the very strong opposition of Sir Thomas Shanghnessy, they had stood by their guns, and insisted both on carrying the legislation and collecting the tax.

The Columbia and Western line was the most costly on the American continent and it had been of inestimable benefit to the Boundary country, and had also been the means of bringing in a competing railway. That was something so substantial that to disregard it in considering this subject involved political dishonesty. He asked the House to support the Bill on the ground of equity and justice.

The House went into committee on

therefore not entitled to the relief asked for.

Mr. J. R. Brown, should also oppose the measure and quoted from the evidence given by Hon. F. Carter-Cotton at the time of the investigation into the S. E. Kootensy land grant confirming his contention that the grant was given solely for the purpose of securing a through line from the Kootnay to the coast. He claimed that there was no question of repudiation involved. Why did not the government treat this company in the same mnanner as they were treating the Midway and Vernon Railway company and refer them to the courts? The failure of the C. P. R. to complete this through line had helped to build up Spokane. Further settlement of this land had been prevented by tying it up, and as he claimed lilegally.

Mr. John Oliver, was surprised that

King in the chair.

Mr. Stuart Henderson thought there should be a season for the shooting of these horses, there were supposed to be about 1300 branded horses wandering about, and liable to become mixed up with the wild horses so that time should be allowed to round them up. He asked for some arrangement whereby the owners of horses should know whenever the licensee went on a shooting trip.

and as he claimed lilegally.

Mr. John Oliver, was surprised that the government did not think it necessary to make any reply to the arguments of the leader of the opposition. The question should be viewed as a whole. A completed through line was contemplated when the grant was conceded by the legislature. The construction of several sections would never have influenced the House to grant a solitary acre. Reading from the Colonist of February 29, 1896 the speaker showed that the possibility of sectional construction was anticipated. It was thought the railway company would build as far as the Kootenay where there was a large tonnage awaiting them, but doubted their building the Penticton end. He also read the engineer's report published at that time predicting the great advantages which would follow the building of a "through" line. He also quoted a report of an interview with Mr. F. A. Heinze in the Colonist of March 4, 1896, on the same lines, especially pointing out the effect of transferring the business from American to Canadian towns. He also outlined the transportation advantages which would follow. All this he claimed Hon. Mr. Fulton promised that this should be a condition attached to the issuance of the licence. The Bill passed through committee.

brough committee.

Dr. Young moved the second reading of the Placer Mining Act, which provides for an increase in the size of placer claims. The width to be 1,000 feet, and the length not less than 250. This reverted to the size pregailing in the old Cariboo days. The main object was to give a man a sufficient area to make it worth his while to do increased development work. Since Cariboo days there had been practically no placer work until the opening up of the Atlin district and now there was a prospect of a revival of its ancient glories of the ploneer placer camp of British Columbia in the newer district.

The Hon. Mr. Tatlow, finance min ister, then brought down the estimates of public revenue and expenditure for the fiscal year ending 30th June, 1907. The estimates were ordered to be considered by the House in committee at its next sitting and an adjournment then took place to 2 o'clock tomorrow.



## Spring Shoes in Victoria

## Shoes for Boys

Boots, whole foxed, medium visole, 1 to 5; \$2.75 pair. Boys' Whole Foxed Buff Lace Boot

heavy sole, 1 to 5; \$1.65 pair. Boys' Box Calf Lace Boot, vistal sole;

## Shoes for Little Gents

David Spencer Ad. WESTERN CANADA'S BIG STORE

The Largest Stock of New

Little Gents' Kid Lace Boots, Blucher cut, self-tip, medium sole, 8 to 101/2; \$1.50 pair.

tension edge sole, whole piece vamp, 8 to 101/2; \$1.50 pair. Little Gents' Oil Pebble Lace Boot

PRESTON B. KEITH SHOE CO.,

Exclusive agency, D. Spencer, Limited

## Shoes for Children Children's Kid Lace Shoes, cloth tops, turn soles; \$1.00 and \$1.25 pair.

Children's Kid Lace Shoes, cloth top,

Children's Kid Low Shoes, pat. top,

turn soles; \$1.90, \$1.25 and \$1.50 pair

Little Gents' Box Calf Lace Boot, exstandard screw sole, extra toe cap and back strap, 8 to 10; \$1.00 pair,

## Shoes for Men

BROCKTON, MASS.

Judging from the great demand we had during the last week for them, the men of Victoria and district do appreciate and demand high class

cities, New York, Philadelphia, Paris, Sydney (Australia), London,

# turn sole; \$1.00 pair.



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**MILLIONS OF PROPER** Islands Inundated by W

Some Groups Said to

Disappeared.

South Sea Island Vis

Storm Causing Wide

Destruction.

VOL. XLVI

PAPETE, Tahiti Feb. 16-Francisco, March 3)— destructive cyclone ev enced in the Society and slands occurred on Februar
The damage in Tahith is es
\$1,000,000, and presumably
amount of property was
on the Tuamotu Islands. of Papete was inunda about 75 buildings destroye ing the American consulate a government building. The s the harbor of Papete escap owing to the direction of but fears are entertained f which were cruising near the but fears are entertained if which were cruising pear the islands. It is feared that been heavy loss of life in the fear that been heavy loss of life in the fear that the

out to sea in small boats.

Bridges and roads were dan the island of Tahiti. B cocoanut, banana and other t blown down in great number will result in hardships to the and materially affect comment the next three years.

The Franci gunbeat comment to Tuamotu islands with au tood and fresh water. The consul has appealed to his go for

Aid for 500 British Sub Some Americans have sustain losses, and probably there we stances of destitution. The cans are hopeful of securing the United States.

The cyclone reached a ve 120 miles an hour. It st islands about midnight on F and continued until about 4 of the next afternoon. The Anaa, in the Tuamotu groul

ceptible wind. Toward 10 persons dwelling on the wa abandoned their homes, mar small portions of their be. The merchants and clerks the stores and warehouses on cover that it was impossible goods on the lower floors. later high seas broke, complmolishing the government buildings, besides causing grage to the coal sheds. The of the arsenal, Teffer Adam pert swimmer, was in the many hours and assisted in and rescuing others.

Settlements Swept Aw

The village of Taron, nea The village of Taron, near senal, was completely swept a consisted of the mission build homes of native converts of t Day Saints' mission. A s near by, composed of dwelling eral hundred Cook Islanders subjects), was completely of An American named Seefe near that community, had to an adjacent swamp, which be an adjacent swamp, which be undated and he was combattle with the waves for ma Further east on the beach ros houses were swept away for a houses were swept away for a mile.

At Tuonoa the family of Menell had a thrilling experier residence being badly damage waves, which compelled the flee. Frequently the water with the recks.

At 8 a. m. the American collapsed. In the absence American consul, his moti Doty, supervised the remova archives, aided by several mis Mrs. Doty was in serious several times.

The substitute guardian at antine station at Motaak isl pete harbor, was waving a la many hours during the night a his wife

the midst of waves that det high over the island.
Andre, the chief pilot, call burnander Hurbin of the slee to let him have a boat. Zelse to let him have a boat for the rescue of a woman quarantine station. Command the promised to let M. Andre boat without a crew. Pike requisitioned four prisoners local jail and with them produced the Live of the lives of

local iall and with them proc the Zelees, as Commander Hi not wish to risk the lives of l even to send a boat ashore. natives, who were splendid so went to the rescue.

M. Marcadiata, a French but to sea in a cutter and aff days reached Tahiti, reporting government buildings, Roman church and all the dwellings i swept away. He, feared the would succumb to hunger, the exposure.

ent opened the military ba