

# REPORT OF DEPARTMENT ON SONGHEES' RESERVE

### Frank Pedley, Deputy Superintendent of Indian Affairs, Reviews Negotiations With Songhees.

(From Thursday's Daily.)  
The report of Frank Pedley, deputy superintendent-general of Indian affairs, on the Songhees reserve question has been forwarded to the local board of trade and will be submitted at their next meeting.

The report, dated Ottawa, is as follows: Honorable Frank Oliver, Superintendent-General of Indian Affairs: I have the honor to submit my report of recent negotiations for the settlement of the Songhees reserve question and in doing so desire to trace as concisely as possible the various steps that have been taken to dispose of this long outstanding matter.

The Songhees reserve, consisting of about 100 1/2 acres, exclusive of the right of way of the Esquimalt & Nanaimo Railway Company, is situated on the water front at Victoria, B. C., and to the extent of about three-fourths of its boundaries, is a part of Victoria harbor.

At the time of the establishment of the Hudson's Bay Fort at Victoria the Songhees Indians claimed and occupied the southeastern portion of Vancouver Island, including what is known as the Saanich peninsula.

About the year 1850 these Indians, who had been induced to remove to Victoria, did, under the following agreement entered into with the tribe, dispose of their rights to the land hitherto claimed by them, to Governor Douglas (afterwards Sir James Douglas), at that time representative of the Hudson's Bay Company, lessee of Vancouver Island from the crown.

"Know all men, we, the chiefs and people of the Kosampson tribe, who have signed our names and made our marks to this deed on the thirtieth day of April, one thousand eight hundred and fifty, do consent to surrender, entirely and for ever, to James Douglas, agent of the Hudson's Bay Company in Vancouver Island, that is to say, for the governor, deputy governor, and committee of the same, the whole of the lands situate and lying between the Island of the Dead, in the Arm or Inlet of Camosun, and the head of the said Inlet, embracing the lands on the west side and north of that line to Esquimalt, beyond the Inlet three miles of the Colquits valley, and the land on the east side of the Arm, enclosing Christmas Hill and the lands and the vest of those objects.

"The conditions of our understanding of this sale is that the said villages and enclosed fields are to be kept for our own use, for the use of our children, and for those who may follow after us; and that the said land is to be properly surveyed hereafter. It is understood, however, that the land itself, with these small exceptions, becomes

the entire property of the white people for ever; it is also understood that we are at liberty to hunt over the unoccupied lands, and to carry on our fisheries as formerly.

"We have received, as payment, fifty-two pounds ten shillings sterling. In token whereof we have signed our names and made our marks, at Fort-Victoria, on the thirtieth day of April, one thousand eight hundred and fifty."  
(Signed) "HOKOOWITZ," His X Mark  
"And 20 others."  
"Done in the presence of (Signed) "Alfred Robson Benson, M.R.C.S.L. "Joseph William McKay."  
The land excluded by this agreement from that to which the Indian title was extinguished, is what is now known as the Songhees reserve.

The Governor's Opinion.  
In 1859 efforts were made to remove the Indians from the reserve at Victoria, which by that time had grown into a town of considerable importance, the land included in the reserve having greatly increased in value, being much desired for building sites and especially so on account of its frontage on the harbor.

The legislative council of Vancouver Island presented an address to Sir James Douglas, then commissioned by the Imperial government as governor of the colony, inquiring whether the government had power to remove the Indians from this reserve and suggested that if this could be done the land should be sold under reservation, the proceeds to be devoted to the improvement of the town and harbor of Victoria.

The reply of the governor was in the negative and to the effect that, as a solemn agreement had been entered into by himself as the agent of the Hudson's Bay Company on behalf of the crown setting aside this reserve, especially for the use and benefit of the Indians, it would be unjust and impolitic to remove them summarily, but that he intended to lease portions of the reserve and apply the revenue therefrom for the benefit of the tribe.

From 1859 down to the present time several attempts have been made to secure the removal of the Indians from the present reserve, with comparatively slight success.

In 1873 Indian Commissioner Powell revived the question of removal, and was instructed to take up this matter and was informed that the superintendent-general would be prepared to consider carefully any scheme he might submit.  
(Continued on page 5.)

## LANDSLIDES IN CALIFORNIA

### Number of Trains Have Been Tied Up—Several Lives Lost.

Los Angeles, Cal., Jan. 10.—A landslide in the canyon near here has blocked the through transit of the Santa Fe and Salt Lake railroads. The Los Angeles limited, due here yesterday afternoon, is tied up behind the slide. Eastbound trains of both roads were held here yesterday, and will leave this morning.

On the Southern Pacific a cave-in at tunnel No. 17, another at the Newhall tunnel and the trouble in the mountains effectually tied up the valley line so that it is impossible to say just when it will be open to traffic to San Francisco.

On the coast line to San Francisco, a landslide near Carpinteria and trouble of a like nature near San Luis Obispo has blocked traffic.

Los Angeles, Jan. 10.—In precipitation the storm that has drenched southern California during the past four days is the heaviest in eighteen years. Four or five lives are known to have been lost in the storm.

### Two Persons Drowned.

Santa Barbara, Cal., Jan. 10.—A country bridge over the Santa Inez river, near Lompoc, went down yesterday, carrying twenty persons into the river. Two persons were drowned and several injured. The dead are Mrs. Sherman Hynch and an eight-year-old son, of Linday, Kentucky.

## ASK INCREASED DUTIES.

Ottawa, Jan. 9.—A delegation of textile operatives waited on the government and asked for increased duties on cotton fabrics, which they said would increase labor and pay.

The government replied that there were two opinions on this subject and they had to legislate for the good of the whole people.

## TO REDUCE TIME TO FAR EAST

### NEW IRISH PORT MAY BE ESTABLISHED

### Plans for All British Route By Way of Canada Are Being Prepared.

London, Jan. 10.—The plans of the so long discussed scheme for an all British mail route from London to the Far East by way of Canada are in course of preparation for presentation to parliament at no distant date.

The plan contemplated is the establishment of a new port at Blacksod bay, County Mayo, and a railway ferry from Stranraer, Scotland, to Larne or Belfast, passengers and mail being carried from London to the steamer side without change.

It is asserted that the use of 25-knot steamers will bring Halifax within four days of London, and that the voyage to Hongkong and Australian ports will be materially shortened.

If the plans mature the Canadian Pacific Railway Company is likely to be permanently identified with them.

## SUBMARINE SIGNALING.

### Vessels of United States Navy Will Be Equipped With Apparatus.

Washington, D. C., Jan. 10.—Experiments conducted by the lighthouse board in the United States, the British admiralty and the Danish government, supplemented by some smaller tests made by Rear-Admiral Evans, have satisfied the navy department of the value of the system of submarine signaling by means of bells to indicate the approach of a ship in thick weather or at night to the shore, and steps are being taken to equip most of the vessels of the navy with the proper devices for transmitting and receiving the bell signals under water. It is believed this will reduce largely the chances of stranding and collisions.

## NEW VESSEL FOR COASTING TRADE

### C. P. R. AWARDS CONTRACT TO LIVERPOOL YARDS

### Big Steel-Freighter Will Be Constructed to Carry Cattle and Lumber to Northern Ports.

The C. P. R. has awarded the contract in England for a thousand ton freighter to be employed in the carrying trade north from the cities of Victoria and Vancouver.

The new vessel will be about the size of the Princess Beatrice, but will have a much greater hold, and consequently will accommodate a great deal more freight than that stout packet.

The news of the awarding of the contract has been received by Capt. Troup in charge of the C. P. R. coast service. The name of the successful tenderer was not given, but it is known that this vessel, unlike the Princess Victoria and the Atlantic Empress, which were constructed at Newcastle-on-Tyne and on the Clyde, will be laid down in a Liverpool yard.

It is not, of course known, whether the original plans as they left Capt. Troup's office are being adhered to, but if such is the case the C. P. R. will be able to transport a boat which will immensely assist in relieving the spring congestion of freight attending the opening of navigation on the Yukon river. The vessel will have a commodious hold for cattle. She will not carry passengers.

Owing to her construction it will be possible to load her before she leaves the mouth of the Mersey, there being no work shops as was the case with the Princess Victoria, and which necessitated her making the trip round the Horn in an incomplete state.

While the new vessel will be of about the size of the Princess Beatrice, she will differ from her in an important particular. She will have a steel hull instead of a wooden one. Knowing that the policy of the C. P. R. was to build all the moderate sized craft of wood, and in local yards, Capt. Troup was asked why this rule had been departed from in the present case.

In reply Capt. Troup stated that although such had been the policy, the high wages, strikes and attendant conditions had increased the cost of such craft to such an extent that it was possible to build vessels of the Empress type there.

### To Acquire Coal Lands.

Moreover, the plans of this English syndicate will be farther reaching still. Already negotiations are pending for the acquisition of extensive coal and iron lands in the vicinity of Quatsino on the West Coast of the Island. Together with the B. C. Marine Railway Company, arrangements are in sight for the absorption of the Vancouver Engine Works, and the New Westminster Foundry Works by this enterprise, which is intended as a preliminary step to the acquisition of operations on Vancouver Island and the mainland, on a gigantic scale. It is stated that the enterprise will afford work for 5,000 men.

In fact should all the proposed negotiations come to a head the result will mean an unprecedented impetus to the industrial, commercial and maritime future of British Columbia.

## RUSH PLANS FOR NEW PRINCESS

### WILL BE FASTER THAN THE VICTORIA

### Greater Beam Will Be Aimed at—The Question of Engines of Turbine Principle.

(From Thursday's Daily.)  
The C. P. R.'s intention of placing on the ferry service a flyer faster and better than the Princess Victoria has already been alluded to in the Times, but it is not generally known, though an open secret in the service, that the officials charged with the preparation of this vessel, are arranging to place in commission a craft which for beauty and speed will be so far as this coast is concerned, "a world beater."

The plans have already gone forward, and as they are for official eyes only, even an outline of the plans and specifications of the nameless Princess cannot be obtained. But Mr. Piers himself is bound Englandward with the plans, and unless these are altered, he will award the contract for a clipper ship which will be the pride of the C. P. R. fleet.

In the first place she will be about thirty feet longer than the Princess Victoria, while adhering to the latter's yacht-like lines. If the builders agree, she will carry six more feet on her beam. On this point there is some apprehension felt by the local farmers, who are still coming with votes, but it was stated that the majority of votes favored accepting \$5 per day for miners and skilled help and \$4.50 for laborers.

# JOHN PIERCY WILL CONTEST SAANICH

### Chosen Standard Bearer By the Liberals of That District at an Enthusiastic Convention Last Night.

(From Thursday's Daily.)  
The Liberals of Saanich constituency in convention at Royal Oak last night selected John Piercy to be their standard bearer in the present fight. Mr. Piercy accepted the nomination and made a brief speech full of light and vigor declaring his intention to bear the Liberal banner to victory on the 2nd of February.

The convention was a most enthusiastic one, full delegations coming from the primaries in the different subdivisions, namely, Royal Oak, Saanichton, Willows, Cedar Hill, and Bolekine Road. Five delegates came from each of these subdivisions, and there were as well a large number of interested electors in attendance, who of course took no part in the voting.

The chair was occupied by C. Pinter, vice-president of the Saanich Liberal Association, in the absence of A. Few, the president, who was prevented from being present through illness.

Two names only came before the convention, those of John Piercy and Henry Tanner, the member who sat for the riding in the last House. When the votes were counted it was found that Mr. Piercy had secured the nomination, and the chairman announced his selection.

At once Mr. Tanner sprang to his feet and in a spirited speech moved that the nomination be made unanimous. He pledged his loyal support and assistance to the choice of the convention, and intimated that from now until the date of the election his coat would be off for the Liberal candidate.

Speeches followed by Mr. Piercy, who reciprocated the kind expressions of goodwill from Mr. Tanner, and who declared that the cause would not suffer from any lack of industry or zeal on his part. From his knowledge of the riding he felt confident of the outcome.

Speeches were also made by Messrs. Jennings and Sea, in which the same enthusiasm and confidence was expressed.

### The Candidate.

In John Piercy the Liberals have selected a man who because of his unbridled popularity should have no difficulty in largely increasing the majority of all parties in the riding, who resent Mr. Tanner's splendid fight in the last election. Already he has received assurances of support from several strong Conservatives of the riding, who resent the manner in which D. M. Eberts was railroaded on to the district by Premier McBride and the government machine, after being rejected by them at the last election. This in addition to the solid

done the builders may feel able to keep the just balance between beam and speed. But turbines are yet on trial, so far as the C. P. R. is concerned. The mechanism is so delicate that a careless workman may derange the whole system, and so far the shops on this coast are not equipped to promptly undertake such repairs. There is also a little less control in regard to stopping a vessel so equipped, although one or two vessels recently built on the New England coast have gone far toward proving that the turbine will not be a point. When in actual motion the superiority of the new method is conceded.

The salon equipment of the new Princess will be more sumptuous even than those of the Victoria, and will be in every sense in keeping with her modern equipment in other respects. She will be ready for service in the summer of next year.

## MINEERS ACCEPT TERMS.

Goldfield, Nev., Jan. 10.—The miners strike is considered settled. At midnight letters were still coming with votes, but it was stated that the majority of votes favored accepting \$5 per day for miners and skilled help and \$4.50 for laborers.

## MORE MEMBERS FOR THE NEW PROVINCES

Ottawa, Jan. 9.—The House met at 2 o'clock to-day after the holidays. Sir Wilfrid Laurier introduced a bill increasing the representation of Saskatchewan to ten members and Alberta to seven members. This was in accordance with the recent census and the British North America Act.

## COAL SCARCE.

Little More Than Seven Days' Supply of Fuel in San Francisco.  
San Francisco, Jan. 10.—Unless the coal situation is relieved San Francisco will suffer severely by next week. There is at present little more than seven days' supply of fuel here. Prices of the fuel are very high. There is talk of a movement to ask the Southern Railway Company to sell half of its reserve supply of coal at reasonable figures. The railway company has stored already somewhere about 300,000 tons.

# GIGANTIC SCHEME WILL AID VICTORIA

### English Syndicate to Absorb Many Large Steel Plants—To Acquire Coal and Iron Areas.

(From Thursday's Daily.)  
This morning H. F. Bullen, of the B. C. Marine Railway Company, left Victoria for England. Ostensibly he is going to acquire improved machinery for the works of the firm in Vancouver. In reality, however, his business is quite different, and is one which is likely to have a very far-reaching result.

For some time past it has been brooded abroad that an English syndicate was about to acquire the local shipyard at Esquimalt and other mercantile firms on the mainland. This report has to some extent been verified by news which comes to hand to-day.

The B. C. Marine Railway Company, has, for the last three months been under option to an English syndicate. Recently this option has been extended for two months longer. It is with a view to completing the deal that H. F. Bullen has set out for England to-day.

The concern, which is contemplating this purchase, will be financed by Sir Fowler and Perks, of London, both of whom are members of the Imperial parliament and names to conjure with on the money market. It will also be associated with Swan & Hunter, a large shipbuilding firm, at Newcastle on Tyne, as well as with other shipping magnates of the Clyde yards. If this deal is completed, the syndicate, it is said, intends to bring over an entire plant to Esquimalt, and very probably a few

## VIROQUOIS SAILS COMING WEEK

### STRENGTHENED FOR PASSAGE ROUND HORN

### Further Particulars Concerning the Alaska S. S. Company's New Vessel.

(From Thursday's Daily.)  
In another column reference is made to a new freighter which will probably be seen in these waters late in the present year, and which is intended to relieve the congestion of freight inseparable to the spring trade.

Before that time, however, two new passenger vessels will be ploughing the waters of the Straits and of Puget Sound, one of them being designed especially for the Alaska Steamship Company's Victoria-Seattle trade.

The first of these will be the Iroquois, purchased by C. E. Peabody on the Great Lakes for this run, and which is all but ready to start from New York for Seattle. She is expected to get away in about another week's time. Although having glass upper works somewhat similar to the Indianapolis, no difficulty is anticipated in rounding the Horn with her as she will be loaded up with stout planking and her hold jammed with coal, which will assist in counteracting the effect of her high center of gravity.

She will also have pitted on her decks sack coal, and expects to make the trip with but three stops—one on the eastern-Southern coast, one on the western, and one at Callao. There will be some cleaning to do when the Iroquois finally reaches the Sound, as gentlemen residing in

## COLONEL SLAIN BY TERRORIST

### ASSASSIN SUCCEEDED IN MAKING ESCAPE

### Vice-Admiral Doubassoff Informed That Another Attempt Will Be Made on Life.

Lodz, Russian Poland, Jan. 10.—Colonel Patko Andrejef, chief of the gendarmes of the Lodz district, was shot and killed this morning on Poland street.

A passing patrol fired a volley at the assassin, but only wounded several innocent onlookers.

The assassin escaped.

## THE ALBERTA LEGISLATURE

### WILL AMEND THE TERRITORIAL ACTS

### Bill Will Be Introduced Giving the Province Power to Deal With Railways.

Lethbridge, Alta., Jan. 10.—Hon. G. H. V. Bulyea, lieutenant-governor of Alberta, speaking of the coming session of the Alberta legislature which convenes on January 24th, said:

"You know I know nothing about politics. I may say, however, that the coming legislative session, the second since the erection of Alberta to a province, will be quite a heavy one, and that the time of the members will be engaged mainly with re-amending and amending of old territorial statutes, and re-enacting them in an improved form under our new constitution. Of the strictly new pieces of legislation, one of the most important will undoubtedly be the proposed provincial railway act, under which the province will exercise its power of granting charters for railways and of regulating them. The territories possessed no power with respect to railways.

"It is extremely unlikely that the commission appointed to inquire into the question of a beef combine will have any report for this year's session, as the British Columbia government has not yet appointed its representative. The representatives of Alberta, Saskatchewan and Manitoba have, however, met informally, though the taking of evidence has not been begun."

His Honor said a spirit of harmony and co-operation characterized the members and parties in the legislature in dealing with the measures which gain an added importance from being enacted when the institutions are as yet in a plastic condition.

## FARMERS' SONS WANTED

With knowledge of farm stock and full education to work in an office \$60 a month, with advancement, honest and reliable employment, must be honest and reliable. Branch offices of the association are being established in each province. Apply at once, giving full particulars. The Veterinary Science Ass'n, Dept. 29, London, Can.

## ENGINEER SAVED TRAIN.

Boone, Iowa, Jan. 8.—After running wild for several miles at high speed with an engine out of control by the blowing out of a stud in its boiler, the Chicago and Northwestern fast mail train, No. 10, was barely saved from destruction near here last night by the heroism of the engineer, Louis Shult. Shult was driven from his seat by the scalding vapor and boiling water. Realizing that he could not reach the throttle he climbed over the tender of the express car and hammered on the door. The express messenger, fearing robbers, refused him admission at first, but when he finally opened the door he aimed two revolvers at Shult's head. The engineer, bleeding and exhausted, dragged himself into the car and with his remaining strength pulled the rope connecting the air brake, stopping the train.

## TWO SUDDEN DEATHS.

Brantford, Jan. 9.—Col. E. Cameron, superintendent of Indian affairs in this section, passed away suddenly last evening. He was going home, but complained of being ill. He stopped to consult a doctor, but he was not in. The Colonel proceeded on his way home and fell near his residence.

Died in Ottawa.

Ottawa, Jan. 9.—J. A. Phillips, a well-known Ottawa newspaper man, died last evening in the press room of the House of Commons, where he had worked for many years.

## CASE

### Chief Justice Higher

forth in the act. was not granted the water, there that any one else interfere.

The company had as in using water the Chief Justice taken was untenable instructions in the which it was to of no status more on. He therefore

pointed out that specified a time should obtain under its act. for in the way settlement of any the city and the works Company under their respective

city might have without remunera- at the city could at Goldstream by would not see, how- causes Act of 1897 ty could be pre- of the waste wa- how unfair it antage should be the company, the to the water.

not give the Es- lusive rights. It what was neces- causes Act of 1897 ke water not used based its right.

thought the Es- eeded its rights, power for a rail- miles from the was entitled to purchase of the as given only the th the land; the of the water. The ental right by the but this did not

as applied for, ers and the city are contemplated the Water Clauses appeal.

herefore allowed, dissenting.

## YES HAVE CANDIDATES

### Evening Made Standard Bearers

Executive Association Institute hall for candidates for the request, president, fairly well attended.

agement Premier ed in his nomina- on the ticket.

r names were re- were nominated: F. W. Behnen, H. Dallas Helms, and W. Blake-

found that Mr. the head of the n and Mr. Davey Geo. Jay was the ed with 234 votes, at the bottom of Mr. Helmecken of Mr. Lewis fol-

Premier, Messrs. and Davey were

## PORTS.

Steamers Will Sail in Instead of col.

the White Star line statement to the to transfer its from Liverpool to June 5th with ton steamer Ad-

divided in the change tic and Teutonic. nt concerns only remainder of the ng retained here, in, especially as ing a dock by an- types of trans-At-

w Docks. London & South- and owners of the planning the con- sible capable of age of the tide the planned.

## THOONA

Nothing Known of on in Official

Strathcona arriv- and went straight's office where he the Premier and Fisheries, if not talk on the n, but nothing is circles. Sir Wil- Strathcona had Club.

OBALT. W. S. Fielding, Premier Murray, others are pay- day.