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THE COLONIST LEADS FOR NEWS

### Our Thanks

F. J. Bittancourt who is retiring from the second-hand business, begs to thank his numerous clients for their past support, and trusts in the near future, when he opens his Real Estate Office, they will extend their patronage.

At the same time he wishes to extend to Messrs, Janion and Williams his hearty thanks for the businessilks and satisfact At the same time he wishes to extend to Messrs, Janion and Williams his hearty thanks for the businesslike and satisfactory way in which they conducted what he considers to have been an arduons auction sale. The net amount realized being far in excess of what he anticipated.

F. J. BITTANCOURT,

#### BARK MELANOPE SOLD

The derelict British bark Melanope,

### Members to Gain Information

Public and Private Bills in Various Stages-Answers Given to

DEBATE POSTPONEI

The public galleries of the provincial egislative assembly were crowded Wednesday afternoon in anticipation of spirited debate upon the question of better terms." It became apparent, lowever, immediately after prayers had been read by Rev. Dr. Campbell that the matter would not be discuss ed, the leader of the opposition, J. A. Macdonald, rising to a question of privilege and asking that all correspondence and documents relating to better terms be handed down in order that all the members might have an opportunity of posting themselves before the sublect was proceeded with These were submitted by the premier just as soon as Mr. Macdonald had taken his seat, with the remark that he would not only be willing to agree to an adjournment of the debate, but would be pleased to fall in with such an arrangement. It was decided, therefore, that the discussion upon this important public issue should be adportant public issue should be ad-urned until Friday afternoon. As stated, the session opened with rayers by Rev. Dr. Campbell.

Asked for Correspondence A. Macdonald, leader of the oppo sition, asked that the correspondence upon better terms be submitted to the house before Premier McBride's resolution, which was on the order paper, was discussed. He pointed out that the reason he wished all documents relating to the relating to the matter which it was proposed to take into consideration handed down was so that the members might have an opportunity of becoming thoroughly acquainted with the subject matter. In his online, it coming thoroughly acquainted with the subject matter. In his opinion it was scarcely right that the matter should be proceeded with unless the representatives of the people were permitted to obtain a clear insight into the details.

Documents Submitted In responding, the premier remarked that he had understood the member for Delta, John Oliver, to have stated for Delta, John Uliver, to have state pondence and other documentary evidence concerning the Indian reserve question should be brought down, in view of the fact that it was the inten-tion of the government to introduce legislation in that regard. He, thereore, had given the necessary instruc-ions and was prepared to table re-

tions and was prepared to table reports of everything which had transpired between the provincial and Dominion governments in connection with the question referred to. With regard to better terms, he also was ready to hand down all documents in the possession of the government relating to that matter.

Both those mentioned were, thereupon, placed in the hands of the clerk of the house.

J. H. Hawthornthwaite then drev J. H. Hawthornthwaite then drew attention to the fact that an amendment to the government's resolution on better terms, of which he had given notice during the previous day's session, had not appeared on the order paper. This proposed the elimination of the first clause of the aforementioned resolution, which reads as follows: "That this house endorses the course taken by Honorable Richard

tioned resolution, which reads as follows: "That this house endorses the course taken by Honorable Richard McBride, premier of British Columbia, at the said conference in respect to all the foregoing described actions."

The premier answered that he was glad of an opportunity to say something in behalf of the officials concerning the King's printer, Col. Wolfenden, had had the honor to publish the first Gazette which had been issued in the colony. He was always courteous and willing to do everything within his power to assist members of the house towards obtaining information or in other ways. The mistake to which had mislaid the honorable member's amendment. As far as the government side of the house was concerned, he was prepared to give his assurance that the desire was to extend to the opposition every possible courtesy and consideration.

Railway Assessments

Railway Assessments

Railway Companies" the followsy and Assess Taxes on Property of Railway Companies" the title of another bill introduced the present title of another bill introduced the title of another

end to the opposition every possible courtesy and consideration. proposal which he wished to make, follows, unless from appears: namely, the incorporating of another section in the better terms resolution (a) "Company" means as published in the orders. This would company and includes any sufferity to construct

The premier agreed and the discussion upon better terms was laid over until Friday afternoon.

John Oliver, rising to a question of privilege, stated that some annoyance had been created owing to the difficulty experienced in procuring the rules of the house.

Premier McBride promised that the difficulty of the company claims exemption from the rails or person named in the returns fundable to the company.

3. Every company shall annually transmit, on or before the fifteenth day of October in every year to the said Assessment act.

10. This act shall not apply to any real property of a railway company which is situate within the limits of any municipality in the province.

11. This act shall not apply to any municipality in the province.

rules of the house.

Premier McBride promised that the matter would receive attention and the members would be supplied with these publications as soon as possible.

Private Bill Report

Thereupon reports were submitted by the private bills committee as follows.

(1) Under what acts of the province the date of the the company claims exemption from taxation upon its real and personal property and income, the date of the complexity of the railway, the date of selection of the lands granted under any acts of the province, the dates of or transportation of logs, ores or coal, or of workmen employed by the owner of such logs, ores or coal, or of workmen employed by the owner of such logs, ores or coal to and from the province at the company claims exemption from the company claims e

have been complied with:

(No. 1) An act to revive, ratify and confirm "The Queen Charlotte Islands Railway Company Act, 1905."

(No. 2) An act to incorporate "The Coldstream Telephone Company."

(No. 3) An act to incorporate "The Cariboo and Pacific Mining, Smelting and Development Company."

(No. 4) An act to incorporate "The Cariboo and Pacific Mining, Smelting and Development Company." Documents Tabled to Permit

Cariboo and Pacific Mining, Smeiting and Development Company."

(No. 4) An act to incorporate "The Bella Coola Railway Company."

(No. 5) An act to incorporate "The Kootenay Southern Railway Company."

(No. 6) An act to incorporate "The Vancouver Stock Evenange."

(No. 6) An act to incorporate "The Vancouver Stock Exchange."
(No. 8) An act respecting "Slough Creek, Limited."
(No. 9) An act respecting "The Consolidation of Leases held by the Cariboo Gold Mining Company."
(No. 10) An act respecting "The Consolidation of the Leases held by the Bullion Hydraulic Mining Company."

(No. 12) An act to incorporate "The (No. 13) An act to incorporate "The Prince Rupert Light and Power Com-

Private Bills Introduced

introduced. Among them were the following:

By Mr. Macgowan, of Vancouver, a bill entitled "An act providing for the consolidation of leases held by the Cariboo Gold Mining Company."

By Dr. McGuire, of Vancouver, a bill entitled "An act for the incorporation of the Bella Coola Railway Company."

By Mr. Macgowan, of Vancouver, a bill entitled "An act respecting the consolidation of leases held by the Bullion Hydraulic Mining Company."

By Mr. Macgowan, a bill entitled "An act to incorporate the Vancouver Stock Exchange." Stock Exchange."

By Mr. Thomson, of Victoria, a bill

entitled "An act to consolidate min-ing leases held by the Slough Creek Mining Company".

By Dr. King, a bill entitled "An act for the incorporation of the Okanagan Railway Company."

By Price Ellison, a bill entitled "An act for the incorporation of the Coldstream Telephone Company."

By Dr. Kergan, a bill entitled "An ect for the incorporation of the Queen Charlotte Island Railway. By Mr. Davey, of Victoria, a bill en-litled "An act for the incorporation of the Prince Rupert Light and Power company"

Company."
These were all passed through their initial stages, the majority of them being referred to different committees of the house. Investment and Loan Securities Act"
was introduced by the attorneygeneral as a message from the lleutenant-governor. It was considered in
committee of the whole, Price Ellison
occupying the chair, and, being reported upon its second reading was great

ed upon, its second reading was fixed for the next session and so placed upon the order papers. Renewed Registry

ertificates of renewed registry may be taken out by societies under the amendment of section 3 of chapter 22 of the revised statutes, 1897, by section 2 of chapter 5 of the statutes of 1905. It reads as appended:

sessor. The bill went through the usual opening stages and is slated for its second reading at the next session. It reads in full as follows:

1. This act may be cited as the "Railway Assessment Act, 1907." Before taking his seat, he wished to take advantage of the occasion to ask the approval of the house to a proposal which he wished to make,

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and inspector of revenue, returns on forms to be supplied by him, as fol-

(1) On or before the fifteenth day of January in each year, a return showing all lands sold, agreed to be sold, pre-empted or leased within the limits of the grants that are held by the company under any land grant or subsidy act of the province during the period of three months preceding the date of the return practic form the date of the return, namely, from the first day of October to thirty-first day of December.

(2) On or before the fifteenth day of October in each year, a return show-ing all lands sold, agreed to be sold, pre-empted or leased within the limits of the said grants during the period of 1905. It reads as appended:

"Should any society omit or neglect to take out a certificate of renewed registry under the provisions of subsection (2) hereof, it may at any time within the year following the last day on which such certificate might have been taken out under the provisions of said sub-section (2), take out a certificate of renewed registry under the provisions of this sub-section, which shall entitle the society obtaining the period of nine months preceding the date of the return, namely, from the first day of September:

And each of such returns shall show in detail and in tabulated form the legal description of the land, number of acres sold or agreed to be sold or leased, date of deed, agreement or lease, and the consideration mentioned therein.

said sub-section (2), take out a certificate of renewed registry under the
provisions of this sub-section, which
shall entitle the society obtaining the
same to carry on business under this
act until the first day of July following the date of such certificate. The
fee for a certificate of renewed registry under this sub-section shall be
double the fee for a certificate of renewed registry under sub-section (2)
hereof."

Railway Assessments

"An Act to Levy-and Assess Taxes"

"An Act to Levy-and Assess Taxes"

"An act of this sub-section (2)
hereof."

"An act of Levy-and Assess Taxes

"An act of this sub-section (2)
hereof."

"An act of Levy-and Assess Taxes

"An act of this sub-section (2)
hereof."

"An act of this sub-sectio

6. The land occupied and claimed as it was unfair that such concerns the right-of-way by any railway combles, pany and the railway with the personal property and income of the combles, pany derived from its railway, and its that they should be taxed in accordance with the value of their property, taxed as a whole as real property and expressed the hope that the minister of finance and his colleagues of three thousand dollars per mile and

7. The lands mentioned in sub-sec ance with the provisions of the "As-

proposal which he wished to make, namely, the incorporating of another section in the better terms resolution as published in the orders. This would deal with the recommendation made by the federal authorities that the contemplated amendments in regard to the subsidizing of the province should be made "unalterable." He admitted that the procedure was a little out of order, but by the consent of the house it might be adopted as a method of bringing the whole question before the legislature in concrete form.

Mr. Macdonald, speaking in behalf of the opposition, had no objection to offer. He was not prepared to debate the matter at present, and would be gratified if the government would consent to an adjournment.

Adjourned to Friday

The premier agreed and the discusexempt from taxation under any act son of this province, and the lands agreed its to be sold or leased, mentioned in said throsection 4, shall be assessed and taxed that

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tice of the peace, and in addition to such penalty to the payment of all taxes which would have been payable under this act had such returns been duly transmitted.

6. The land occupied and claimed as the one-line canner specified in the sub-sections which had been submitted by the government. In his opinion the sections which had been submitted by the government. In his opinion the sections which had been submitted by the government. In his opinion the sections which had been submitted by the government. In his opinion the sections which had been submitted by the government. ister of finance and his colleagues would reconsider their intention

> lines of his suggestion. Government's Position Replying, the minister of finance tated that there was one cannery to its knowledge valued at as low as \$2,500 and three or four running be-tween that figure and \$10,000. The government had adopted the principle of imposing a minimum rate, and it seemed right that the same should be followed in this case. In his opinion the taxation was placed at a figure which was easily within the reach of hose concerned. However, the matter would be given consideration and an mendment might be introduced by the honorable member upon the third reading of the bill. He wished it un-

9. Every railway company shall be liable for the taxes levied under the "Assessment Act, 1903," and its amendments, upon all the lands mentioned in section 4 of this act, so long as the company is the owner of such lands, if such lands are not otherwise exempt from taxation under any east received. sons for its introduction and the benefits which might be expected to accrue through its adoption. He pointed out that the system in vogue throughout British Columbia in respect to the payment of wages to laborers by em-

ployers was most unsatisfactory to the The debate afterwards was adjourn-

10. This act shall not apply to any real property of a railway company which is situate within the limits of any municipality in the province.

11. This act shall not apply to street railways operated by electricity within municipalities.

12. This act shall not apply to rail
13. This act shall not apply to rail
14. This act shall not apply to rail
15. This act shall not apply to rail
16. This act shall not apply to any real probate Duty Bill Passed

The report on a bill entitled "An Act to Ratify an Order-in-Council Regarding Probate Duty Bill Passed

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The report on a bill entitled "An Act to Ratify an Order-in-Council Regarding Probate Duty Bill P o'clock this afternoon.

The derelict British bark Melanope, which was towed into Astoria several months ago by the private bills committee as roll that the standing orders have not as been sold by the owners, J. J. That the standing orders have not as been sold by the owners, J. J. That the standing orders have not as been sold by the owners, J. J. That the standing orders have not as been sold by the owners, J. J. That the standing orders have not the province of the province and the purchase was made for British Columbia parties who will use the bulk to carry ore Capt. Wills, who had charge of the bark when she was abanden at sea, has been reinstated bulk to carry ore Capt. Wills, who had charge of the bark when she was abanden at sea, has been reinstated in order to make a master. What was paid for the limits of any order in the province of the bark when she was abanden at sea, has been reinstated in order to make a master. What was paid for the limits of order to make a master. What was paid for the limits of the company liable to taxation other than that occupied by the company for its found from the province and the mileage within the limits of any other real property of the limits of

## VICTORIA, B. C.

Belt Line Project and Extension to Cemetery Under Con-

Rumors are in the air as to proposed extensive extensions of the local tram car system. It is stated on the best of authority that plans have been formulated by the B. C. Electric Railway company, for the extension of the present Douglas Street line beyond its present termination at Cloverdale, and

sideration

its ultimate connection with the Wilows Beach line. No official announcement has yet been made as to the correctness of this statement, but it is generally ad-mitted that the tram company is con-sidering such an extension, and that tentative plans will be drawn up soon Just when the extension will be made it is impossible to say, but it seem likely that steps in this direction will be taken very shortly by the authori

ies.

The construction of a line Cloverdale and Willows Beach would have many obvious advantages. In the first place it would enable the derstood that he gave no promise as to what action would be taken.

Mr. Hawthornthwaite protested against the proposed assessment upon canneries upon much the same ground canteries upon by Mr. Prayetter. ing made their journeys, are obliged to turn round and come back the same way, this arrangement necessitating the waiting for other cars coming in the opposite direction at switches, all the inconvenience and delay sequent upon such a course. Shou the Willows beach and Cloverda termini be joined, it would enable the

cars to run right round with being any delay at switches and crossing points.

The distance between the terminus at Willows beach and that at Clovery and the control of the erdale is not great, not more two miles, and between the two lies a district that is being rasettled up. Just what streets the would be likely to follow it is it sible to say, but with very little viation from a direct course it when the benefither to large track which

ficials of the company.

#### BRINGS BUSINESS THE ALL-8

Retirement of The Will Result in

"There is no doubt be roved service proposed steamship Co. will aug ount of Canadian-Aus said A. A. Brown of the ship line in an intervie ver. He declined to official of the comparaverse to giving an private individual, "Once the public ge traveling to Australia Vancouver it wil discontinue the habit Brown. "The Ocean of San Francisco pr factory in every wa riving in New Zeal teen days late wh

riving in New Zealand teen days late while days was a quite ordinaction of the cabinet in transferring the comalls from the Ocean Union line has change siderably."

"The contract calls f service to England by Sea. This we are now the new yessels ordeplaced in commission. ployed on the monthly Australia and British (touch at Auckland as into Brisbane by reaso. into Brisbane by re which the company mail service.
"This service, ho terminated at the terminated at the end of with the government of Kidson, the prime min government have no obmails being sent down train. It is a twenty-fand the steamers instead Frisbane can go direct to Auckland. By the prement this is almost impe ent this is almost in Brisbane takes the ste the opposite direction at "The new steamers company will be capable seventeen or eighteen continuously between S ouver. It is expected

couver. It is expected to the passage will be shor sixty hours. "Hon. Sir Joseph Ward ter of New Zealand, and managing director of Steamship line who are London attending the ence, intend to speak at lution of the contract land. This may facilitat change in relation to "What profit did the O rive out of handling the mail?" "Well, the subsidy £20,000 and the pound to more than the subs quite a considerable

ceante ine. The same considerable ceante ine. The same convergence in the carry mails to En of the Red Sea.

That the Canadian go new reconsider the actio eral years ago with regar Zealand mail service is certainty and if the certainty, and if the letrade takes the matter government it is proba Canadian-Australian line mail between Canad and and Australasian p It will be remember was offered hald by the New Zeal amounting to £20,000 company would carry the mails with the Australas residents of Brisbane as were quite willing to 1 eamers cut out as the mails could be ney to Brisbane by an government refused proposal on the groun take a day longer to ce lian mails if the steame New Zealand ports. There is only one oway of fast mail steam port, and that is the steamers plying betwee New Zealand or Austra earry enough coal f British Columbia or

that commodity is other places. Only the Miowera owing the she had on board co regular amount of coal at Honolulu to load free ommon bunker forced to pay ten do therefore quite obvio will have to be procarry a large supply to make a fast trip
There is no possibil
presses being put on
could not carry suffic
The present mail cc
July, and the service
after that time. Th
to be via New Zealan make a fast trip be via New Zealand Leaving Syd ustralian liners will i

REMORSE CAUSED Settler's Wife Who Had Husband Trot

Stettler, Alb., March was brought in a few d murder had been comm Dame de Savoie, a se wenty miles east of their usual promptness police commenced an in result of which brough pathetic suicide. It ap German named Stribri moned a few months a by his wife. He was so Saskatchewan and deta caskatchewan and detective or three months claimed to have cause wife of infidelity, and away it is supposed the intimate terms with When Stribritz returned his wife with consideration believing treated his wife with consideration, believing to have been unjust enough, qualms of remothad made her husband the woman, and she come that she meant to The husband suspected from the rife, and secrete arms in the house. Som the unfortunate woman session of a revolver, at ling a note stating her plain words, she pressee

words, she pr