

CABINET SPLIT-TATLOW AND FULTON RESIGN

NO POLICY SATISFACTORY WITHOUT ISLAND ROAD

Development League Adopted Such a Resolution Offered by C. H. Lugin--Premier Ignores a Just Claim.

How far Premier McBride has disappointed the hopes of all residents of Vancouver Island in his railway policy may be best shown by reproducing a long resolution passed at a joint meeting of all the branches of the Vancouver Island Development League, held at Nanaimo last May.

At that meeting a resolution was offered by Mr. C. H. Lugin which so admirably suited the case for a railway on the Island, that it is printed in full below.

Whereas, the route already surveyed by Sir Sanford Fleming proves that a practical route by the way of Frederick Arm and Chatham Point, then to the island by ferry, is an easy grade, and an accessible route to reach the island seaboard; and

Whereas, the older settled portion of British Columbia, namely Vancouver Island, having contributed greatly towards the development of the whole province has a right to share fully in the opening up of the mainland;

Therefore, be it resolved: That we, the officers and members of the Vancouver Development League, pledge ourselves to aid, encourage, and bring about the building and construction of a railway on Vancouver Island, not only on the coast and west coasts, but through the centre of the island, and wherever else necessary, including the construction of car ferries, connecting the island with the mainland, in order that the vast resources of the island may no longer be comparatively idle.

And be it further resolved: That we call on all public spirited citizens on Vancouver Island, whether in or out of the province, and whether holding public office or in private life, to lend their support to this vital movement for the betterment of the island;

And be it further resolved: That any policy of railway aid to a transcontinental road that may be adopted by the provincial government will not be satisfactory to the people of Vancouver Island, which does not provide for railway construction on Vancouver Island, which is an integral part of such transcontinental road.

Whereas, the island's export of natural products greatly exceeds the export of natural products shipped from points on the coast of the mainland; and

Whereas, the island requires railway lines to develop its rich resources now lying dormant; and

Whereas, the central and northern parts of the mainland of this province are rich in mineral, timber and agricultural lands which are now practically unexploited, and cannot be developed without railway facilities; and

LAST LETTERS OF PROF. FERRER

WAS CONDEMNED IN ADVANCE BY POLICE

Spanish Radical's Final Message Written in Shadow of Death.

(Times Leased Wire.)

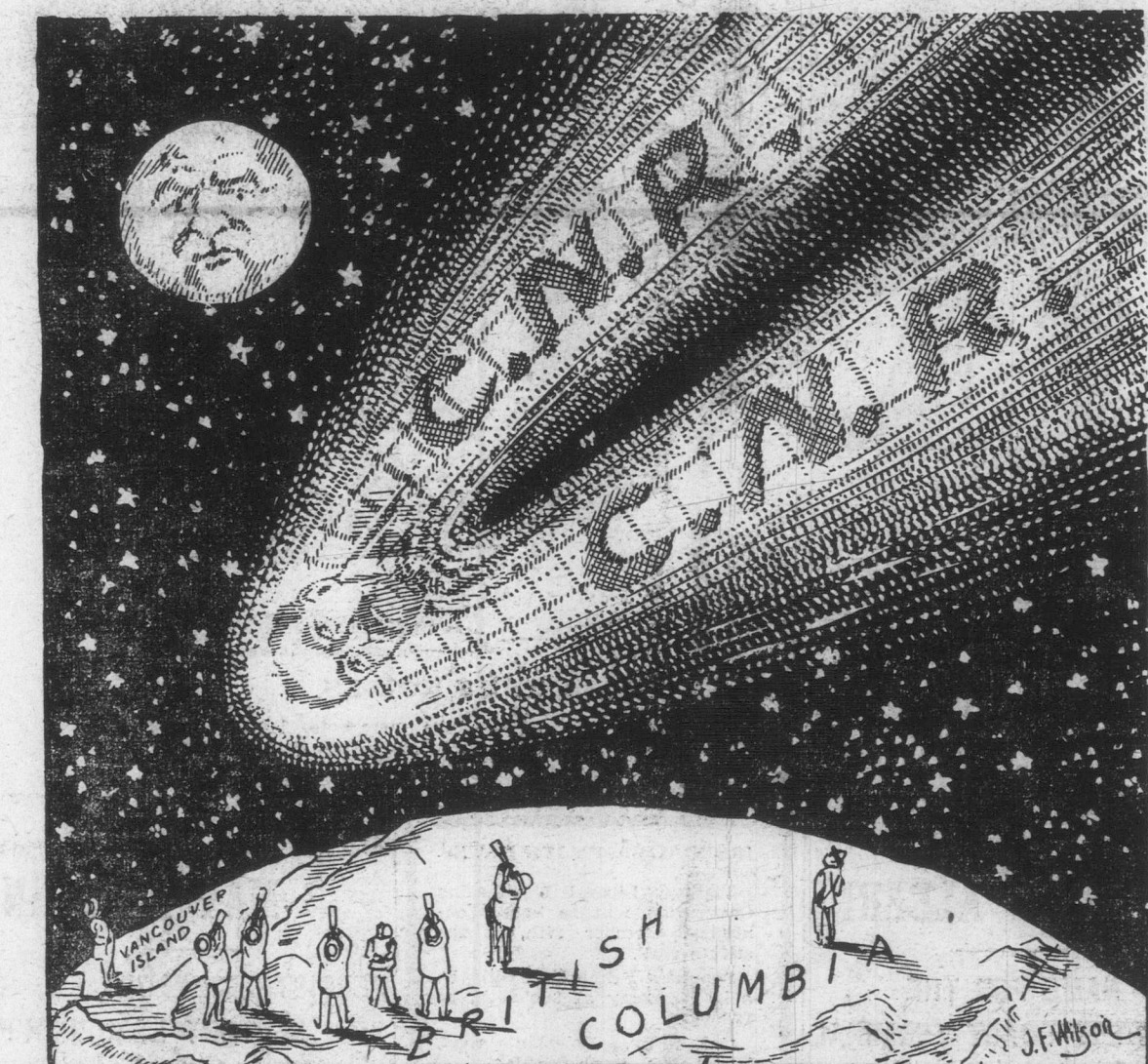
Chicago, Oct. 22.—Two letters purporting to have been written by Francisco Ferrer and supposed to have been his last messages before his execution, are published here to-day. They are dated October 2nd and 4th, and were written in prison, addressed to M. Naguel, president of the French committee for the defence of political prisoners. One letter says:

"You see the most terrible thing about this was the discovery by the police in my house of a revolutionary leaflet which I had never seen before. To-day the judge informed me that he had finished the study of my case and that I was to be tried by court martial. So it is all ended.

"I shall shortly be tried by men who, I fear, have minds not sufficiently clear to be able to judge seriously of a charge against me. I am in an infected cell, we have no light; the food is vile, and it requires strength to bear it all. Everything good, to all, all, all."

"Although I am innocent, the prosecutor demands capital punishment. This is based on police denunciations. They have no evidence. They have no charge of all the world's anarchy. "The whole case has been arranged by the investigating judge and the police. The case they have made out against me is all a tissue of lies and calumnious insinuations. They have no burden of proof. I have done no wrong. Goodnight."

SIR CHARLES GETS PENSION. London, Oct. 22.—As a result of the bill taken at the meeting of Grand Bank shareholders yesterday afternoon, Sir Charles Rivers-Wilson, the retiring president, was voted his pension by an overwhelming majority



McBride's comet, which has made its appearance on schedule time, is now conspicuous on the political horizon. It will attain its maximum brilliancy on the evening of November 24th, after which it will rapidly become fainter, and finally be lost in space, not to reappear until probably three years hence.

GOVERNMENT IGNORES THE WISHES EVEN OF ITS FRIENDS

On February 8th, a day or two after the last provincial election, Mr. F. S. Barnard wrote a letter to the Colonist, which attracted a great deal of attention, and which formed the nucleus of a daily series of articles and interviews published in that paper on the subject of the importance of railway connection from Victoria via Butte Inlet and the Yellowhead Pass.

The paper editorially called on men of all shades of political opinion and newspapers, to unite in a strong, determined effort to insure the construction of this road.

Mr. Barnard's letter was remarkable for several things. First, coming from a prominent Conservative it carried certain authority when it called on the premier to initiate a bold policy for opening up the province north-easterly from Victoria. On this point Mr. Barnard said:

"Now that the appeal to the public has resulted in a new lease of office to the present government with a support that will enable it to successfully carry out any progressive railway policy intended for the benefit of the whole country, every assistance and encouragement consonant with a proper and wise preservation of the public domain should be given in aid of any policy which may mean the traversing of the province from the mountains to the coast with a railway paralleling the C. P. R. and the G. T. P., but near equidistant from both i. e. a band of steel..... to Butte Inlet, thence to Vancouver Island by ferry and down to Victoria."

In these words Mr. Barnard recognized the splendid opportunity which lay at the hand of the government to construct the one line of road which would open up the undeveloped areas of the province, and satisfy the legitimate aspirations of the people of Vancouver Island and of the northern interior for transcontinental railway connection.

After canvassing the whole situation, Mr. Barnard showed that the natural route which might be expected to give this connection was the Canada Northern. He pointed out that it was now at Edmonton, that it would ultimately seek salt water connection on the Pacific, and that it would follow

CANNOT GIVE SUPPORT TO RAILWAY POLICY

Two Ministers Leave McBride--Give Their Reasons in Statements Made This Morning-- Bowser Acting Minister.

Not only does Premier McBride's railway policy appear a weak one to the Liberal opposition but it is likewise unacceptable to a very large element of the Conservative party.

To such an extent is this the case that two of his most trusted ministers have already resigned office rather than shoulder any responsibility for the scheme. Hon. R. G. Tatlow, Minister of Finance, who has always been regarded as the backbone of the McBride government and Hon. F. J. Fulton, Chief Commissioner of Lands and Works, tendered their resignations yesterday.

The premier, in spite of all this opposition, stands by his policy however, and will meet the electorate on it when it is conceded he will receive the greatest rebuff of his political career.

The circumstances leading up to the open rupture between the Premier and his colleagues are not made public. Both ministers have been close friends of Premier McBride for long years, and ministers ever since he took office. Neither would break with him if it is safe to say except under very exceptional circumstances.

It was a step taken very reluctantly. They must have felt very much opposed to the policy initiated by the Premier or they would have stayed with him through the campaign.

Both ministers make it very clear that the railway policy is the one dividing point. It is abhorrent to it that leads them to sever their connection with Mr. McBride.

This first minister is apparently wedded to this policy, and would brook no interference with it. When asked concerning the resignations the confirmed report, and said they had been accepted. He acknowledged the difference was one respecting the railway policy with respect to the Canadian Northern. The premier said:

"Substantially the reason for Capt. Tatlow's withdrawal is his disagreement with me on the question of the amount of assistance which it is proposed that the Canadian Northern should have from the local government.

"I have the assurance of Captain Tatlow that on all other matters he is in hearty accord with the present administration.

"Mr. Fulton has for some time past taken the position that on general principles railways should be built without government assistance wherever business conditions warrant the same. That in his opinion these conditions warrant and in fact justify the immediate construction of the Canadian Northern to the Pacific coast, and in consequence in their case government assistance from the province is not required. On

THE PROTESTING MINISTERS



HON. F. J. FULTON. HON. R. G. TATLOW.

WAS LITTLE THIEVING. HON. R. F. SUTHERLAND GETS A JUDGESHIP

Seattle, Oct. 22.—A special committee appointed by the exposition to investigate charges of theft of coin at the A-Y-E. turnstiles and of collusion with men "higher up" has made its report to the finance committee. The committee found that while there was some evidence of petty thieving, there was nothing on which to base charges that there was a great conspiracy, and that the amount of money lost by the exposition is small.

"TRIBUNE, SIR: ONE CENT?" New York, Oct. 22.—The New York Tribune, which was founded in 1841 by Horace Greeley, is about to join the ranks of the one-cent dailies, according to an announcement which states that the price of the paper will be cut from ten cents to one cent.

Ottawa, Oct. 22.—The appointment of Hon. R. F. Sutherland, ex-Speaker of the House of Commons, to be a Justice of the Exchequer division of the Ontario High Court, in succession to Mr. Justice Anglin, now of the Supreme Court of Canada, is announced. A writ to fill the vacancy in North Essex will be issued immediately. The new judge had a majority of 551 at the last general election.

TS.

NG ACCIDENT.

Wash., Oct. 20.—C. J. James Smith, emporium Steel Company, was the result of the explosion on which they were on a pleasure trip on the

They had been saved that put out from shore when the men were ob-

foundering about in the time necessary to be put about to reach

first pick up Cudahy, and held out all right. Be-

could be reached he sank in the time necessary to be put about to reach

and two small children their way to North visit with their parents, cepted on the way and

TRIP TO MOUNT MCKINLEY

Months to Get Ready May Cost \$20,000.

et. 20.—In speaking of trip to Mount McKinley, tion is one of two things to do. The other is to

Establish to recover my in- I must prepare for that my expedition to Mount

what effect Fliala's re-pany him on the Mount they would have, the ex-

have taken off my rk of preparing for the time to get my polar ob- shape for scientific ob-

Fliala's refusal to ac- cessary equipments will be quickly as possible. The

of sufficient numerical assure an ascent of the expect the expedition to \$15,000 and \$20,000.

HOULD NOT RIVELLING IDIOTS

t Hang Up Their With Hats, Says Judge.

st. 20. — County Court passed some severe stric- tors during the trial of Kilgus, of a man named who was charged with child named Winfred Royal Field Artillery at

aded me guilty, and the dis- aged, and returned for a direction as to law. ey, in replying, said busi- course of their busi- perhaps twelve as in- as could be found in are, but there seemed amongst jurors that when the box they ought to be brains with their hats drivelling idiots.

ers, Toronto, will send you of their famous Fliala of if you mention this paper.