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# RAILWAY POLICY IS EXPLAINED

Premier McBride Deals Exnaustively with New Legisation—Preparing for Trade via Panama Canal

C. N. P. WILL BUILD TO NORTH END OF ISLAND

B. C. to Have 4,000 Miles of Road in Operation in 1915 -Partition of Songhees Reserve

The explanation and elaboration of the enlarged railway policy of the government, by Premier McBride, occupied the close attention of parliament and of crowded galleries during the entire afternoon sitting of the legislature yesterday, the Premier speaking with great effectiveness upon the five several bills which were introduced in the House on Tuesday, and which are now on the orders for second readings, the debate upon each standing adjourned at the instance respectively of Mr. Brewster and of Mr. Williams. The First Minister was in excellent form and spoke extemporaneously with an enthusiasm and of Mr. Williams. The First Minister was in excellent form and spoke extemconfidence in British Columbia's future which at times evoked pronounced enthusiasm. Taking up first the bill providing for construction of the Vancou ver to Fort George railway, which is to bring the coast into touch with the Peace river country, the prime minister

### Warranted by Development

Mr. Speaker: In rising to move the second reading of Bill No. 23, I would like to have the permission of the House to devote myself for a little time this afternoon to enlargement of the very brief explanation which I submitted yesterday in introducing the bills which are now before the House. Before do-ing so, however, I think it is perhaps has such than Lashould profess my be marks with the statement that the railway policy of the government as at present agreed upon is one which we have decided upon in the first place because of the very great develo that is to be noted in almost every sec tion of the province, in the next place because of the very obvious necessity for the provision of additional trans-portation facilities to assist and strengthen that development, and in the third place because of the near ap-proaching completion of the Panama Canal, the construction of which we are all convinced will do so very much to all convinced will do so very much to promote the satisfactory development and prosperity of this section of America. It is now but two years since I last submitted to this parliament certain measures making for the construction of needed railways in this province. At that time we were all of the opinion that because of the prominence our province is obtaining in the eyes of the world, the time was not far distant when we should have to ask parliament to authorize further measures of a similar nature.

Added Prosperity

I am glad indeed that I am now in a position today to present a number of measures which I feel confident will make for new development and added prosperity in British Columbia in its every part. I can add but little to what I have so often said to parliament and to the country on this subject. That the growth of British Columbia during recent years has been little short of phenomenal goes without saying. At the same time it may fairly and truthfully same time it may rairly and truthfully be said that this marvelous advance when analyzed is found to be based upon a sound, solid and substantial founda-tion. There is in this province nothing that may be regarded as in the nature of a boom. There is nothing in British Columbia's present growth that is of a speculative character. The growth and progress that are now being noted make indisputably for permanency and a great future, and this cannot be questioned. In this connection we feel that we are entitled to and we do take some credit for the work of the government in having in some degree been instrumental in the promotion of this development. And that we have not made this plea in vain has been established when we have sub-mitted the question to the great jury of the country and we have come back to this House with added strength.

Vancouver-Port George With respect to the bill which it is my pleasant duty now to submit for its

VANCOUVER, B. C., Feb. 21 .- On each of 20 different counts of forgery J. Yatawski was sentenced to a five years' term in the penitentiary, to run concurrently, by Magistrate Shaw, in the police court yesterday morning. The full number of charges against the accused was 117, but after 20 in-dictments had been read to the ac-cused, his worship decided that these were sufficient to bring home to the prisoner some idea of the magnitude of his offence.

Mr. A. J Kappele, who appeared for the accused, pleaded for leniency on the ground that Yatawski was mentally deranged. Magistrate Shaw did not

SAN DIEGO, Cal., Feb. 21.—There is o be no let-up on the part of the police lepartment in its campaign against the defiers of the street speaking ordinance of San Diego. Three thousand persons gathered in the congested district again this evening to witness the nightly demonstration. Six arrests were made. demonstration. Six arrests were made, Chief Wilson announced tonight that a rock pile is to be established at once, and that instead of charging the defiers of the law with violating the street speaking ordinance most of them will be charged with vagrancy. A force of 100 members of the I. W. W. and other organizations is camped between here and Oceanside tonight. They say they are waiting an apportunity to get

they are walting an apportunity to get into the city and join in defying the

Hon, Thomas Taylor Makes Good Impression at Opening of Road Superintendent's Convention Here Yesterday

The first convention of road superintendents over held in the province
of stitus Columbia was opened yesterday morning in the auditorium of
the Alexandra club ander, the most
auspicious circumstances. The attendance was large and representative of
every section of the province, the papers read were of the most instructive character and the entire proceedings at the session held yesterday calculated to vastly improve conditions
under which the expert roadmakers
work in this section of the Dominion
of Canada.

The chairman of the convention is
Mr. W. Foster, deputy minister of
public works, and he proved a most admirable presiding officer, being able
on numerous occasions to direct the
trend of discussion along the most
practical lines. The feature of the
opening session was an address by
Hon. Thos. Taylor, minister of public
works. He explained at some length
the desire of the government to bring
about the very best results in its sys-

the desire of the government to bring about the very best results in its system of road construction throughout the vast erea comprised in the territory within the boundaries of the province. He aroused the greatest enthusiasm when he announced that it was the intention of his department to ask the legislature at the approaching session to appropriate the sum of five million dollars for road and trail construction.

Interested visitors at the morning session were members of the Pacific Highway association and the Victoria Automobile club.

The proceedings were opened by the chairman in a brief speech in which he outlined the scope and sims of the convention. He then called upon Hon. Thos. Taylor.

Mr. Taylor's Address

Mr. Taylor began by saying that he Mr. Taylor began by saying that he was heartly glad to be present at the first gathering of the road superintendents of British Columbia, and to have with them civil engineers and members of the legislature. A word of thanks was due the publicity associations and the automobile association of the city, the latter being represented by Mr. A. E. Tødd, who we might meuthen, was one of the officers of the Canadian Highway association. The president of the Automobile club, Mr. D. R. Ker, was to join them later. The associathe Automobile club, Mr. D. R. Ker, was to join them later. The association had done much to draw public attention to the necessity of better roads in the province, and he believed that its influence would soon be extended beyond the limits of the province.

my pleasant duty now to submit for its second reading, it is in effect an agreement entered into between His Majesty the King as represented in and by the Province of British Columbia, and Micssrs. Foley, Weich & Stewart, a prominent firm of contractors, with an unchallengeable standing as legitimate railway builders, a standing that cannot be called into question. These gentlemen have been entrusted by the government of the Dominion with a major portion of the construction of the Grand Trunk Pacific line, and they have also carried to a successful conclusion contracts for the completion of large mileages for both the Canadian Pacific and the Canadian Northern systems. We are therefore not dealing with any trange combination but on the other cand with gentlemen of proven ability (Continued on Page Twe)

# Vancouver Mea Gets Sentence of Five GREAT BRITAN to Sun Concurrently AND GERMANY

Foreign Office at Berlin Takes Occasion to Repudiate Authority for Optimistic Newspaper Article

ASSUMED BY PUBLIC

Soap Box Orators at Man Diego Statement from Minister Says Assertions are Calculated to Awaken False Hopes or False Fears

> BERLIN, Feb. 21.—Hopes for the establishment of more amicable rela-tions between Germany and Great Britain, based on the recent visit to Berlin of Viscount Haldane, the British secretary for war, have not been per-

secretary for war, have not been permitted to reach too great a height.

The Lokal Anzeiger this afternoon publishes a highly optimistic article concerning the new accord, and as the Lokal Anzeiger is frequently the mouthpiece of the government, it was generally easumed that the article had some

authoritative foundation.

The German foreign office, however, issued a statement this evening that the article in question had no official basis, and added:

"The assertions were based solely on conjecture, and are the second solely on conjecture.

conjecture and are therefore only cal-culated to awaken false hopes or false Possible significance attaches to

Possible significance attaches to the fact that the statement from the foreign office gives not the least suggestion for any ground for comfort on the chance that the Lokal Anzeiger's conjectures might be well founded.

Immigration congress
TACOMA, Feb. 21.—The problem of making American citizens out of the influx of immigrants expected to follow flux of immigrants expected to follow the opening of the Panama Canal was touched upon in more than a dozen addresses at the first day's session of the Pacific Monthwest Immigration congress here today. Delegates from Washington, Oregon, Idaho, and British Columbia were in attendance with several speakers from California, to the total of 188, representing it cities. Six mayors were among the delegates. Governor Hay of Washington will attend tomorrow.

LONDON. Feb. 21.—The judicial committee of the privy council today gave judgment in favor of the Winnipeg Electric Railway company in the appeal in which the city of Winnipeg was the other party. The cross appeal was refused and the city ordered to bear the costs in this court and in the court below.

The judgment, which was read by Lord Shaw, of Dunfermline, dealt in detail with steps leading up to present Lord Shaw, of Dunfermline, dealt in detail with steps leading up to present litigation and is a very lengthy document. The main points are as follows: The city by continuing fo work in cooperation with the company after its amalgamation and by not having objected to the various amalgamations of which it was well aware, had tacitly consented to the same. Their lordships could not consent to the contention of the city that in granting powers to the company to lay mains and erect wires, such power was not intended for erecting poles on which the wires were to be carried. Their lordships could find nothing to prohibit the company brinsing in power from outside. On the contrary they hold that the clause of the bylaw which compelled the company to erect the plant and power houses within the city limits was fully satisfied by the company's power houses within the city for receiving reducing and generating power.

within the city for receiving, reducing and generating power.

The city further contended that, assuming there was no restriction on the importation of power from outside, that power had to be distributed, and the hylaw gave no authority for the erection of poles. Their lordships held that in issuing permits for the erection of such poles the city lost its contention. How could the city challenge its own act and where would this lead to, but to the dislocation of the city's traffic, and perhaps the plunging of the city in darkness. What was it that the city in darkness. What was it that the city in darkness. What was it that the city in distributed at the bottom of all this litigation? The city had contended the company had no right to import power, (Continued on Page Three)

# SAYS HIS HAT 1S IN THE RING

CLEVELAND. O., Feb. 21.—
"My hat is in the ring." That is what Theodore Roosevelt said here tonight when an admiring Cleveland crowd sought to learn whether he was a candidate for the Republican nomination for the presidency.

During the brief stay of Colonel Roosevelt in Cleveland, W. F. Eirick, well known locally in politics, greeted the former president, whom he knew well: "I want a direct answer, Colonel," said Mr. Eirick. "All your friends want to know and want to know now, whether you are to be a candidate?"

"My fact is in the ring, repried Colonel Roosevelt. "You will have my answer Monday."

Rust Befuses

SAN FRANCISCO, Feb. 21.—The re-fusal of Abraham Ruef, former politi-cal boss, now serving a sentence of fourteen years in San Quentin penfourteen years in San Quentin penitentiary, to testify until the indictments now pending against him in the superior court are quasted, halted today's session of the trial of former Mayor Eugene Schmitz, accused of bribery. After four witnesses had testified, District Attorney Charles M. Fickert told Judge Wm. H. Lawler that it would be useless to proceeduntil Ruef consented to take the stand. The case went over until Monday.

Thousand People Left Homeless in Houston, Texas-Property Loss is Estimated at Seven Million Dollars

HOUSTON, Tex., Feb. 21.—In the wake of the most destructive fire in the history of Houston, smouldering wreckage tonight covers an area of one and a haif miles in length, and varying in width from two hundred yards to haif a mile, in the northeastern section of the city.

ern section of the city.

More than a dozen of the city's most important industrial enterprises are in ruins. Two hundred or more buildings and store buildings are in ashes, and approximately one thousand persons are homeless.

An accurate statement of the monetary loss is not yet possible, but the most conservative is that it will reach \$7,000,000, while the insurance carried will not exceed forty per cent. Except for a few who suffered minor burns and bruises, no casualties attended the fire.

udicial Committee of Privy
Council Decides Against
Winnipeg on Appeal in
Street Railway Case

CONTROL OF STREETS
DENIED TO CITY

LONDON, Feb. 21.—The judicial committee of the privy council today save mittee of the privy council today save mittee of the privy council today save mittees at time when a fierce sale was blowing trom the more made at time when a fierce gale was blowing trom the made rapid head-way. The flames swept toward the souther made rapid head-way. The flames swept toward the souther at time when a fierce gale was "The Made The Made

Buffalo bayou, which runs across the street east and west, checked the fire, and except for an occasional dip across the stream, the line of destruction ended there.

In the early morning, the gale conburning shingles great distances.

Two of the plants thus threatened were those of the Texas Oil company

and the Houston Packing company The latter was damaged to a consid-

several times the roof of the oil plant was ignited by flying brands, but these incipient blazes were quickly extinguished. The industrial plants destroyed in-cluded three cotton compresses, to-gether with 55,000 bales of cotton, a syrup factory, a pencil factory, two rice mills, a cotton pickery and three

rice mills, a cotton pickery and three lumber yards.

The compresses and cotton alone were valued in excess of \$5,000,000. St. Patrick's Catholic church and academy were also destroyed.

Quick action was taken for the relief of those rendered homeless and nightfall found the victims with their immediate needs cared for. Outside aid will not be needed in caring for the homeless.

Letter Reaching New Orleans from Colon Describes Recent Occurrences of Somewhat Alarming Nature

TWO SLIDES TOTAL

Pressure on Sides

NEW ORLEANS, La., Feb. 21.—Earth slides totalling nearly a million cubic yards have interfered with operations in the Culebra cut section of the Panama canal, according to mail dispatches received here today from Colon.

Cracks in the earth indicate another slide, which may assume more alarming proportions.

slide, which may assume more alarming proportions.

The letter says the first slide on the east bank was of about 250,000 cubic yards, tearing away a big section of the \$\overline{\text{i}}\$ foot road, and closing a portion of the draining ditch. This slide, it continues, will necessitate the relocation and regrading of all railroad tracks in the vicinity of Pioneer cut. The earth is cracked in the vicinity of this slide, and canal workers are alarmed over the probability of another great earth "alip."

probability of another great earth "allp."

The second slide, on the west bank, was on the site of the great slide of two years ago. Canal workers say it has "become extensive again," approximately 750,000 cubic yards having already gone in, and the end is not believed to be in sight.

"Added alarm was caused here several days ago," concludes the letter, which was a week in transmission, when a leading Panama newspaper primed a report that the bottom of the canal had bolged because of a pressure of the slides of earth. "Official denials have been entered, but they have allayed the apprehension only in part. If the bottom of the cut really bulges, it is admitted that the consequences would be grave."

CHRISTIANIA, Norway, Feb. 21.—A cabinet has been formed under Gen. J. K. M. Bratlie, former minister of war.

REVELSTOKE, B.C., Feb. 21.—Today trains from both directions brought more delegates and visitors to the Grand Orange lodge convention now using held in this city, and Orange badges and ribbons are to be seen on all sides.

The Grand Orange lodge of British Columbia opened at 10 a.m. in the lodge room, with Grand Master Geo. J. Grimason in the chair. Beports of Grand Lodge officers were received.

The report of the grand secretary

The report of the grand secretary showed the organization of three primary lodges and one co-lodge during the year, also one scarlet chapter.

The net increase in membership showed the phenomenal growth for the year of 444. The prospects for 1912 are very bright, with an anticipated great increase in membership. Twelve new lodges are to be organized during the year in this province.

increase in membership. Twelve new lodges are to be organized during the year in this province.

Before adjourning standing committees were struck off and will report to the committee tomorrow. Thursday.

At 3 o'clock today Mayor Sutherland delivered an address of welcome at Selkirk Hall, before the delegates and several hundred visitors, wishing them a pleasant visit to Revelstoke, on behalf of the citizens. The Grand Master made a suitable acknowledgment.

Tonight the entire convention and most of the visiting Orangemen and civizens were present at a meeting held in the opera house when addresses were delivered by the Grand Master and other prominent Orangemen, including the Rev. W. C. Correy of Kamicops and J. W. Whiteley of Vancouver.

The convention will resume its labors tomorrow morning at a o'clock and sit all day and evening until business is concluded, which will be at a late hour tomorrow. Thursday night.

The visitors are being lavishly entartained by members of Revelstoke lodgs, and ample provision has been made for their comfort. Special matiness are being arranged as the theatres, and the opera house has also been engaged for the three days of the convention.

# PAPER MILL PROJECT

Nelson Council and Board of Frade Con-sidering Proposition of Spokane Capitalist

NELSON, B.C., Feb. 21 .- The council and the board of trade today met to kane capitalist, who proposes to estabkane expitalist, who proposes to establish a pulp and paper mill in Nelson.

The project is backed by Spokane and eastern capital and the promoter is president of a large paper company in Wisopasin. It is proposed to erect a factory costing \$500,000 and capable of turning out 35 tons of paper daily, with a prospect of a much larger output.

At first 4,000 electric horsepower would be purchased from the city and an additional 4,000 steam horsepower would be required.

As soon as possible one of the water

Panama Paper Also Prints Reto provide all the power required. Subsidiary factories for the manufacture
of envelopes, paper bags and other simliar articles will be established. A free
site and cheap power is asked.

Morrie Franci Still Mocked

NORTH ADAMS, Mass, Feb. 21.—The intense heat, smoke and gas from the hurning freight cars in the Hoosac tunnel tonight still prevent inspection of the acene of last night's train collision. A special train carrying railroad officials and newspapermen which went into the tunnel late today, was forced to turn back without approaching the wrack, and it is probable that no train can be run through before the end of the week. So intense was the heat that track rails were warped for 200 feet outside the portal w "s inside they were bant and twiste"

While Playing in Park at New Westminster Three Lads Find Part of Bank Robber's Booty

etty last fall has been made by three small boys in Tipperary park, and brought to the attention of the Royal

city police.

On Sunday it was learned that a canvas sack containing \$5,000, composed of \$450 in gold and the rest in five-dollar Bank of Montreal bills, had been unearthed by the lads while at play. The three boys, the youngest being seven years of age, were playing with a ball in Tipperary park early, they said. The ball rolled into the underbrush at one side of the park, near Fourth street, and while they were searching for it, the sack was discovered partly concealed by earth and stones.

stones.
The finders opened the sack and dis-

Snow in Colorado

DENVER, Colo., Feb. 21.—With snow from one inch to several feet covering practically the entire state, the movepractically the entire state, the movement of trains, especially an lines that traverse the mountain districts, has been severely hampered. Hardly a train reached Denver from the west today that was not from one to five hours late. Snow began falling yesterday afternoon over practically the entire state and continued to fall until this morning. Reports from some conentire state and continued to fall until this morning. Reports from some sec-tions of the state say that the storm had not abated today. A driving wind accompanied the snowstorm though in most sections a comparatively mild temperature prevailed.

Suite Against City VANCOUVER, Fab. 21,—Two actions are pending against the city in connection with the recent "free speech" disturbances. J. W. DeFarris is acting as counsel for a lady who claims she was injured by a policeman's herse, which was backed into the crowd on Georgia street on the first Sunday the I.W.W. held its meetings. Mr. Farris has also been retained in an action being brought by the Trades and Labor Council on behalf of Fred Lumbly, who alleges he half of Fred Lumbly, who alleges he was unlawfully struck by the officer,

PROTAGE QUESTION

rament Before U. S. Supreme On Chies of Pacific Count Co pany's Steamships

WASHINGTON, Feb. 21.—Much of the pilotage business of such ports as San Francisco. New Orleans, New York and Boston is said to be affected by an argument before the supreme court today as to whether coastwise steam vessels under register are open to regulation by the state pilotage laws. William Denman of San Francisco appeared on behalf of the state pilots, and Greham Sumner of New York for the Pacific Coast S. S. Co., principally concerned in the case.

The cases before the court are to determine if certain steamships sailing between San Francisco and American ports on Puget sound, stopping en route at Victoria, B. C., are liable to pay the pilotage fees levied by California statutes at San Francisco.

# SNOW STORMS RAGE IN EAST

Ontario Visited by Worst Blizzard of Present Winter-Trains Late and Street Car Traffic Blocked

RAILWAYS IN U. S. ALSO SUFFERING

Passenger Trains Stalled on Roads in Illinois-Extensive Damage Caused by Gales in Texas

TORONTO, Feb. 21.—The worst snowstorm of the year has all Ontario in its grip tonight. All trains are from four to ten hours late, the street cars are practically tied up and telegraph and telephone wires are down in all directions.

ST. LOUIS, Mo., Feb. 21.—Sixteen inches of snow driven by a 40-mile wind, with a minimum temperature of 24 degrees, were features of a storm which swept Eastern Missouri, Southern Illinois and Western Kentucky to-

day.

The wind drifted the snow to a depth of several feet, hampering traffic on all transportation lines. Street car and railway traffic in Taylorville, Illinois, are at a standstill. Baltimore and Ohio passenger train No. 125 which left there at 9:30 p. m. has been stalled since p. m. 5 miles west of the city. The l p. m. 5 miles west of the city. The passengers have no food, but are making themselves as comfortable as possible and are keeping warm, as the train carries plenty of coal. Passenger train 11, Chicago and Illinois Midland, has been snowbound all day at Kfficade, six miles west of Taylorville.

A relief train sent out from Tayloville failed to reach the passenger and it is still snowbound.

Some Teller in Tables

KANSAS CITY, Mo. Feb. 27

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KANSAS CITY, Mc. Beb. 27
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se degrees above sero over Rinnae.
Western Missouri today, brought selief
from the blizzard of Tuesday that piled
the railroad tracks deep with enow.
Reports told of three trains being
snowed in in southeastern Kansas and
one in northern Okiahoma, but work
trains had been sent to the scene to
clear the tracks.

Railroads in general throughout the
storm district, have straightened out
their time schedules, and in most cases
trains are running practically on time.
The sise in the mercury aided in clearing the tracks of the four inches of
snow.

in southwest Missouri, where the snowfall in some cases was ten inches or more, traffic was demoralized, but a semblance of order has been restored. In western Kansas and western Col-orado three feet of snow fell. The local weather bureau predicted a drop in temperature tonight for the affected states, but promised clear and warmer

Severe in Texas DALLAS, Texas, Feb. 21.—Hasvy windstorms, accompanied in some sections of Texas by heavy snowfall, has done thousands of dollars worth of damage by wrecking buildings and demoralizing railroad, telegraph and telephone service.

San Antonio and Austin, where the damage appears greatest, report a wind, averaging 70 to 100 miles an hour, which damaged many residences, blowing down chimneys and upsooting trees.

NEW ORLEANS, La., Feb. 21-At-NEW ORLHAMS, 12, Feb. 21.—Attempts to communicate with Pensacola, where it is known a storm raged last night, were unsuccessful today. All wires are down. At points along the Florida coast near Pensacola, a 60-mile-an-hour wind was registered. It was accompanied by a heavy rain.

C. P. M. Brakeman Killed

REGINA, Sask, Feb. 21.—J. Atkinson, C. P. R. Brakeman, was fatally injured while engaged in switching operations. Deceased was caught between two cars he had gone to uncouple and was so badly injured that he died with in a few minutes of being taken to the hospital.

CALGARY. Alta. Feb. 21.—L. P. Strong, general manager of the Alberts Facific Elevator company, stated last might that grain conditions in Alberts were not comparable with these in Saskatchewan. There would be no grain speiled here owing to lack of transportation. He declared the cave might not arrive as rapidly as could be wished, but the cni re crop would be mived it good time.

Master Mechanic Besigns

WINNIPEG, Man. Feb. 21.—Andrew Shields general master mechanic of the C.N.R., has resigned. He will leave the service next month to engage in private business. Mr. Shields went to the C.N.R. eleven years ago from the C.P.R. where he was locomotive foreman in Winnipeg. Prior to that time he held a similar position with the C.P.R. st Toronto.

# ....**\$5.75** black and attractive \$4.75 find than he new set-a high neck set of plain nent \$5.75

### RAILWAY POLICY IS EXPLAINED

Continued from Page 1.

to carry out such works as they may undertake and such as is involved in the building of the Vancouver. Howe Sound & Fort George railway line. In connec tion with the urgent necessity for a railway connecting Vancouver with Fort George much has been said in the public press during recent weeks, and there has been marked activity among the various boards of trade chambers of commerce and similar organizations which have energetically taken up this project. But when I take the House nto my confidence and tell the House that the consideration of the best means to adopt to secure the building of this line has been the work of the government during months and months past, it must not be taken as the slightest reflection upon the activity of these various organizations, but rather the government recognizes these organiza tions as fittingly representative of the business interests of the country and of the optimistic feeling which is enjoyed throughout the length and breadth of British Columbia.

4,000 Miles of Railroad. In the first place I should like to di-rect the attention of the House to the very sriking evidence of the part played by late railway construction in the development of the province. In 1904 there were, in British Columbia, but 650 miles of standard roads. In 1912 the mileage, constructed or assured, and largely through the development of the railway policy of this government, is not less tahn 2,922 miles-built or under contract. (Applause). If we add to this the 845 miles in addition which are provided for by the policy of the government embraced and expressed in hese bills, we have the result of constructed and assured railways in British Columbia of upwards of four thousand miles of standard road, as against but 650 a few years ago. Included in this total, I count this Vancouver and Fort George line with an estimated length of 450 miles.

There have been several large organizations interesting themselves in the project involved in linking up Vancouver and Fort George by a line of railway, to give access also to the Peace river country; and while the government has after mature consideration completed this agreement with Messrs Foley. Welch & Stewart, this by no means indicates that the government undertake to say or desires to suggest that any of have been applying for the right to take this work in hand have been in any way unequal to the task. The contract with Messrs. Foley, Welch & Stewart has been made in the general public interest, and with recognition as well of the fact of what is being done by the Grand Trunk Pacific.

Independent Company Now, Mr. Speaker, I should like in the

ist place to make one observation in nection with this proposal, and that hat this Pacific Great Eastern Rail-Company, which this bill will bring existence, is an entirely independ, and individual railway company under the control of this government, a company absolutely independent and in no respect whatever allied with or dependent upon either the Grand Trunk Pacific, the Canadian Pacific, or any other road. In casually looking over the schedules set out in this bill, one might possibly come to the conclusion that this company would be to a certain degree of in some way under the power of the Grand Trunk Pacific Company, but careful perusal of the bill will dispel this misapprehension and convince which may become in process of time part and portion of still another Can-

acian cranscontinental system—as I sincerety hope it may—is in reality incependent absolutely, under the control

vancouver and Fort George via Howe Scund and up the Fraser valley, it will be seen that provision has also been made for adequate connections to serve the coast cities and New Westminster. Provision has also been made in this connection for the maintenance of a proper ferry service between Vancouver island and the mainland—a ferry service which must be in every respect the best that can be provided, and which must measure up to the requirements of the Lieutenant-Governor-in-Council So that while this new road will neces sarily be of first and very special service to the city of Vancouver at the same time all the communities and all the districts of the province will also afforded every reasonable opportunity to share in the benefits that will be made possible through the opening up of the regions that this line will traverse, and Victoria and New West fister as well as the outlying districts will share in the many profits and bless-ings- produced by the construction of this new line.

Timber Wealth With respect to the country to

opened up and served by this road, it will not be necessary for me here now to indulge in any general description: I need scarcely tell this house of the wonderful timber wealth of the Howe Sound district, or of the latent minera wealth lying in that zone today, awaiting exploitation that has hitherto been impossible for the lack of transport facilities. Through my identification with the department of mines I have perhaps especial facilities for knowing that the mineral prospects of this secwhen once transportation difficulties have been removed, are of vast importance, and there is every reason to believe as well as to hope that this section will some day prove one of our best icde mining districts. With respect to the Pemberton Meadows, they are already receiving considerable deserved attention as a valuable agricultural region. Farming operations have been under way there during years past, at tended with such a measure of success as to plainly show that here again wit the provision of additional facilities of transport, the people of British Columbia will be enabled to develop farming lands which give every promise of being a splendid and valuable addition to our agricultural areas, and provide satisfactorily for large agumentation of our population. Then, as we move along, there is the Lillooet district, and honorle gentlemen here must know some-ing of what great potentialities are to

There is no doubt whatever of the wonderful productiveness of the soil of the Lillooet section, and as to the fruits hat are grown there, it is the opinio of the best experts and the most expe enced judges that it is of the fine quality and the most excellent flavor. have visited this district in the course of my travels through the interior our province, and can speak from sonal knowledge of the excellent crops of the Lillooet of apples and the general classes of fruits which one would look for as likely to thrive in this particular zone, which is part and parcel of the world-famous dry best of British Co-lumbia. When construction of this new line is accomplished, the people of the I looet will be able to make their ship-ments to markets that are eagerly awaiting such supplies of apples and plums and peaches and such other fruits, and we on the coast will be able to get these fruits from the Lilloost, as we should have long ago had the facili-ties of transport been available. We will then be able to get the fruits grown in the Okanagan on the Island as well as on the mainland. Transportation for Minerals

Then as to the mineral country, Lil excitement in Lilloget because of the discovery of some lode mines where there promised to be an abundance of very rich ore of free-milling quality. On this excitement there followed many disappointments and considerable loss, with the result that Lilloget, like many another mining camp in its early history has had to suffer from the effects of an injured reputa but I would be the last man in Brit-ish Columbia to say that Lillocet as a mining section is done or that there is nothing in sight there for the minera of the future. On the contrary I am pleased to be able to tell the house that from reports which we have receive from government engineers and other the sections of the Lilloost distric the sections of the Lilloost distriction on being prospected or in course of development give promise of excellent results in the near future. Hereofor because of the indifferent transportation, it has been almost impossible provide mining machinery at a convince was not prohibitive, but one which was not prohibitive, but one which was not prohibitive, but one while mining machinery is able to this mining machinery is able to be brought into the country at a moderate cost, we will soon see there the rapid development of many a promising property. I am satisfied that the early completion of the Vancouver and How Sound road will be coincident with the flowering up of a new life in that section of the province, and that it will presently spring into prominence as worthy of a high place in the mineral zone of British Columbia.

The black of Gold

The history of mining in British Co-lumbia unquestionably will bear our the statement that there has been a remarkable harvest of gold from the afteams of the Lillodet country through a acer mining. The bare which extens along the Forser valley have been the source of rich fortunes to many an adventurous prospector and the time is approaching when the application of up-to-date methods to the problem of lifting this mineral wealth from the beds of the Fraser and its tributary streams will once more be possible, and this time on a very large scale. We know from what has been done in the past that gold exists in these rive beds probably to a much greater ex-tent than it was found in Southern California, where dreaging methods have been carried out so successfully, and I am impelled to the belief that with the construction of this railroad there will be large and profitable inof this provingial government.

More than that, while in this bill we are providing for connection between Vanceuver and Fort Gaerge vie Here. lions upon millions of gold. I not wish to be at all extravagant in my references in this respect. I am mindful of the fact that the responsirespect. I am mindful of the fact that the responsible office I hold as minister of mines must make me more than careful in anything I may say in regard to the mining industry, but I wish to say that I speak advisedly because of my own intimacy with the district and from reports which I have had sent to me by independent explorers and miners, and from all of these sources I am satisfied that there is a wonderful future assured for Lilloget both as a placer gold dredging proposition and as a lode nining centre.

Opening Up Cariboo

Then as we come up the Fraser, we approach the Cariboo district. This is a district with which many of the honorable gentlemen here have the privilege of a considerable acquaintance and many of the members are well aware of the riches of the Fraser as you approach the Quesnel country and the Fort George section. There have been farms successfully operated and long since flourishing along the benchlands of the upper Fraser river. There are many estimable pioneers as well as old residents along the banks of this old residents along the banks of this mighty stream who went there in the early fifties or sixties, and first made their records for homesteads and premptions, and despite the disadvantages which they encountered and especially the very great difficulties with regard to transportation they have been to a very wonderful extent successful and many of them have accumulated enlanded. ulated splendid competencies through their farming and stock-raising operatheir farming and stock-raising opera-tions. Their investments which have been so successful under the conditions which they were compelled to meet will give us some idea of what is in store for settlers who will pour into that wonderful land in the near future. I was very much struck in traveling through that country from the district of Lillocet right through the country from Soda creek, below to Fort Georg and above—I was very much impressed with the wonderful extent of the excellent farm land that as to be found on either side of the main river. This land, as anyone may see who takes a trip through that country, is almost imitless in quantity and is of excelent quality.

Magnificent Meritage

As you go up from Quesnel no one

can hesitate in the conclusion to which he will come as to what lies before that country when there is more development, because from the appearance of the farms that have been there for forty or fifty years and from the abundance of the crops which have been raised, we can see that experimentation has been carried to such an extent as to disclose the splendid fact to the people of British Columbia that we have a magnificent heritage for an agricultural community in this great north land. Then when you leave Quesnel and Soda creek and go on to Fort George, you see the wonderful riches of the country along the Fraser whose navigation presents absolutely ne difficulties to the vessels that have for years now been operating under the management of the British Columbla Express and other companies. Even at this early stage of the growth and development being produced and destined to be produced by the Grand Trunk Pacific, you find in this district settlement after settlement where the pre-emptor has gone in and where there is every reason to believe there will before long be a large and very wealthy population. Then as you approach Fort George you find a wonder-ful section of country at the junction of the Nechaco river with the Fraser, at or near Fort George. There the

On my trip to Fort George some months ago I had the opportunity of visiting one of the townsites, and by the way, there are several there, and ikely to remain; but I, as I say, with ome of my friends had an opportunity to visit one of them, where we secured an excellent view of the upper Fraser and the long reach of the Nechaco river. It is a sight which must im-press all who behold it and which I m sure will long linger in the memory not only of myself, but of those who were with me on that occasion. Here is a marvellous country and one which with just a little more develop ment of transportation may, even in-dependent of its agricultural resources, make the lower section of British Col-umbia look to her laurels. It would be infair at this early stage of her development to ask too much of the Nechaco and the northern country, but there has been already a good deal of settlement. The experimental work has been done, and we are fully entitled to say that it is destined to take rank side by side with the very est sections of the province in agricultural and horticultural productive uffice it to say for the present that the settlers who have already gone in there are well satisfied. They are raising crops abundant in quantity and of the best quality. While their markets are yet few and far between they are able to make good profits. The prospects of the settlers in this dis-trict therefore are in the highest deects of the settlers in this dis-

In Peace River Country Now, as we pass away from Fort George, which for the present is the terminal of this road, we come presitly to the Peace River country, which we look for some remarkable developments before long. Stories are brought from there by exploring parpromising coal fields and the im mber areas of this part of the province of British Columbia. We can scarcely look through a single local paper of these times without finding some account here of what may be ex-pected when the Peace River country is opened up. All manner of forecasts are made as to the great wheat crops the Peace River country will be able to answer for. So many things are said about the coal fields as to make one feel that when transportation facilities are provided the coal output may equal, if it does not surpass in value, that of the wheat. Then, toowe are told of the vast areas of timber of excellent quality, not perhaps so tract with the Grand Trunk Pacific large or so dense as you find in the Railway company, we have been careful ower section of the country but nevertheless, considering the latitude in which it is located, is a good marketable kind of timber that will be profit able because it will be found su for that section of the country which lies east of the mountains.

Government's Intention

The government has not gone s far in its present proposals as to provide for the extension of the railway system from Fort George into the Peace River country, but we would have you to take the bill that we submit today as an earnest of the intention of the government to press on with the work of providing transportation for the northern part of the country and all our efforts on this bethat will be based in the future as in the past on the closest inquiry and in-vestigation. By the time this road is at or near Fort George we expect to be in a position to determine to what length and along what route there shall be a continuance of transporta-tion from Fort George toward the northern hinterland. This is a large subject, but one which in all fairness I am bound to anticipate in view of the extensive transportation proposals government has presented to the coun-And I would ask the house to be lieve that just so soon as time and conditions warrant, it is proposed to leave nothing undone to connect the Peace River district of the north with the older settled districts to the south, so that there may be one belt line running down to the 49th parallel, and so that we may preserve this great country and the interests it may cover for our own people and our own in-terests. (Applause.)

First Mortgage on Line I am not this afternoon making any attempt at all to go into the details of this contract. You sir, are familiar,

and the house is familiar with these various proposals. They are word for word what has already been explained to you in connection with the Canadian Northern Pacific contract. We are asking this firm to whose undertaking our government guarantee is being given, that they in return shall give to the province of British Columbia precisely the same securities as we received from the Canadian Northern Pacific company. British Columbia secures a first mortgage on the line. The government

guarantee is \$35,000 per mile, and the

itles will draw four per cent ecost. The company is to tandard gauge line, and to op-coording to the requirements he satisfaction of the province ministration, and the province of L an Columbia is to retain control of ransportation rates. (Applause). hat we may have this assuran wille we propose to give a general chition in order to encourage the ideration and completion of this when it is built and in operation, the rates will not be prolibitive, but will be such as the people of the countrivity be able to enjoy with some degree of profit. (Applause). We know per feefly well because of the dissatisfaction than the countries that the tion that has been expressed because the attitude of the present transc inental line, the Canadian Pacific rat way, on freight and passenger tarif that there is a feeling throughout Brish Columbia, especially in those stions through which this railway ruthat there is one way by which we in have security that the traffic arrange ments of these lines will be fair and reasonable, and that is by retaining within the local administration the ower and authority to say whether plause). It is not likely that we wo ask any company to adopt a tariff that would not permit at least of paying the s of operation and dec erate efficiently and properly, we not want it to be in any respect an osition on the general public. tay and nothing more. We think that the government of British Columb matter of whom it may be con can be trusted to see that nothing i done to the company that is unjust o that will impair its usefulness as a transportation agency.

White Labor Only The road is to be built by white lab alone, and there is to be a fair was

point may I be allowed to refer a mo-ment to questions that have been asked us with respect to labor on the Can-adian Northern Pacific, both as to its Mainland and Vancouver Island lines. There are, I believe, about 6,000 men chiployed in the construction of these lines, and we are attempting as far as we can keep a general supervision over them, and it is a matter of some con-gratulation that despite this large num-ber of employes, complaints have been so few and far between. With so large a number employed, here and there dif-ficulties must arise and will have to be met, but I can say that all around the point may I be allowed to refer a met, but I can say that all around Canadian Northern Pacific has lived to its bargain to employ white and white labor alone, and to of the fair wage clause. I congratula my friend from Newcastle, who wi its usual energy in these matters, he coked around to see that there is intakeness, in that he has called it attention to one case on Vanco-Island where the wage is below the wage schedule. We propose to wage schedule. We propose to to differ this and to see that the white labo of the country gets; the protection to b found within the four corners of these bills. While in the bill there is n specific mention of Orientals, at the specific mention of Orientals, at the specific mention of orientals. me time we have in our posses a contract with the company which enforcible and which gives us this surance, the same as in the oti schedules, so that while there is irect mention of Orientals, the they shall employ no yellow men. The reason for this is apparent. In the pas a great deal of delicacy has been est pressed whenever there has been men in of Orientals, and there has bee disallowance, so to guard against the slightest danger in this respect and to keep ourselves as fat as possible from the doctrines that have obtained in the epartment of justice of late, in these contracts, since we made our first contract with the Grand Trunk Pacific to enclose this Oriental schedule in bargain, but we have provided to by private agreements in which the untry can rest secure and satisfied.

Existing Charter There is an item I must mention be fore moving the second reading of thi bill. It occurs in connection with his or ten miles of standard gauge rallwa built from Howe Sound towards the Pemberton valley by the Howe Soun and Pemberton Meadows Railway Com pany, of which Mr. J. C. Keith, an e timable citizen of British Columb timelie citizen of British Columbia. In president. From my information Mr. Keith undertook the construction of this line from the town of Newbort at the head of Howe Sound with a view to extending it to the Pemberton valley and further on to Fort George. The Pacific and Great Eastern railway, as I have already described, will traver the same section of country as is a ready traversed by this nine miles road. I would like to inform the Legislature this afternoon that in the working out of the details in connec with the construction of this line, it is expected that the new company will be enabled on fair and reasonable terms, to ensited on fair and reasonable terms, take over the trackage of the How Sound and Pemberton valley road, a that the investment for which it stand will find fair and ample protection. the government can assist a settlement of this sort. I assure you we shall spare no effort in this direction. Mr. Keith is an old resident of this country, and has shown great faith in this province, and is one for whom I have great respect and to me to the space of the space o spect, and to me it would be very satis-factory if these interests could be fused, and the investments of Mr. Keitl should not be injuriously affected.

People to Decide And now I have tried to define And now I have tried to define these few words to the house and to the country the principles underlying the construction of the Vancouver and less Georga failway, with which the provincial government has been associated. The government attempts this undertaking with every assurance that I will meet with the approbation of the people of British Columbia, and with the endorsement of our brother Canada. he endorsement of our brother Canad ians to the east of the Rocky mon tains and by the shores of the Atlan-ocekn. Developments of this kind a watched with great interest throughout the Dominion, and what British Columbia is doing is of as much

cern in the good old city of Halifax as in the city of Edm

up and which appear to be bringing nearer and nearer this western province to the far east of Canada are indeed striking evidence of the fact that we ire quickly coming out of the obscurity these years, and take the place and ran among the provinces of Canada that the wonderful resources of the province entitles us to claim. Let me close by saying that for my

part, as I must take the principal responsibility for these proposals as in this House, I do so without the slightest hesitancy. The government is, under ordinary conditions, entitled in have another session before going to the country. Four years, according to law, must expire before it is required that we go down to the country for endorsement and support. I am not say posal on foot that in the near future there should be another election, but I am saying that if we think these proposals are of so great weight and impertance as to justify an appeal to the people, we will appeal to that great jury and look to them for the endorse ment which hard and honest work and efficient administration rightly

The debate on the bill was adjourned by Mr. Brewster. On the next bill, the premier contented himself with saying that it was designed to incorporate a company to undertake the building of the Pacific Great Eastern railway. The gentleme associated with it were well known to the legislature. The passage of the

bill was a formal proceeding but an important one. In this case also, the adjournment was moved by the leader of the opposi

C. M. P. Construction

On the bill to make provision for the Extension of the lines of the Canadia Northern Facific, the Premier said: This bill will, I am sure, prove of more than passing interest to the mem here of this House, especially because this present legislature is responsible for the part and place the Canadian Northern Pacific has taken and is tak ing in the present development of British Columbia. It is competent for the government under the old Canadian Northern Pacific bill by order-in-council to provide necessary authority to the company for the extension of its lines and under that power the government, some time since, provided the corporation with the right to advance its lin on the Island of Vancouver 150 miles north and east, and from the city of Kamloops to Kelowna by way of Ar miles, and from Vernon to Lumby, a distance of something like twenty miles making a total of 150 miles on the Island and approximately 145 miles on

the Mainland. I am reminded when I direct my at tention to the proposals of this company that there have been of late re quests made to the government to so licit the interest of the Canadian North ern in other parts of the province, notably in the Nicola, Revelstoke, Golder and southeast Kootenay districts, an Quatsino and Hardy Bay as well, While extend to all of these, I think that the work of the Canadian Northern as great pioneering road, and an energetic one in the other provinces will stand as a great assurance to this province that presently, when the time is ripe and plans will provide, the governm prepared to move that they shall extend their lines into these communities

Micola Country Take the Nicola country, where of re cent date wonderful coal been under way, where there is a large expanse of productive country,

the climate is most congenial, and where there is all that could conduce to an en ergetic community, and I have no d that this part will come under the of the company, I will have you that if it is good business, and this gov-ernment remains in office we will do what we can to find means by which we can attract the Canadian Northern rai way to the Nicola country, and the same remarks apply to Revelstoke and the Southeast Kootenay country. Down from Cranberry lake, I am advised, there would be an excellent and very cheaply built right-of-way, and as well from the main line of the C. N. R. at the Bir Bend of the Columbia river, from which strategic point branch lines c be built up and down, on the one hand the other to Golden, Windermere and Southwest Kootenay. In view of the company's undertakings of today I calmot believe that there are conditions prohibitive evan in the smallest degree that would deter this great transcontinchial line from entering these fields as soon as conditions warrant.

I have mentioned the wealth of Nicola. I need not stop to speak of what we have at Revelstoke, and that wonderful valley of Golden and the reaches of the librer Columbia Revelstoke, so long

Upper Columbia. Revelstoke, so long represented in this house by my excelent colleague, the Minister of Publi Works, always makes a claim to be in class of its own. Often it has been m good fortune to hear at the banquet board in that town wonderful stories of the Big Bend, of the timber lands and the rich extent of the farming areas, I have been so fortunate as to, in pany with my colleague, Mr. Taylor, no nany months ago, make a trip to Bi Bend on the steamer Revelstoke, a trip I enjoyed very much, and on which I was able to see all I could in the time of that wonderful country. We did not proceed along the Cance river, but from government reports we know enough to believe that with railway connection there is a large territory there that can be made profitable. One of the reports speaks favorably of the future of the cance river valley for fruit raising It by the extension of the Canadian North-ern they can come down the Canoe river and from Big Bend to Revelstoke, the community represented by the Minister of Public Works instead of being a trrivthe city of some sight or ten thousand people will be able to claim a popula-tion in the hundreds of thousands, as stastic townspien of that gentle men would have you believe is

Then again, up the Columbia and own into Kootenay is a chance for railarly eighties, when a contractor on the value that lay in the future of the timer berths in that valley. He told me not long since that he purchased large tracts at that time, and he holds these still; that if he had faith then in the future of the country he has ten times

As to Southeast Kootenay the C. N R is in possession at the present time of a franchise authorizing them to go through Kootenay Pass They have made explorations, and are continuing these to find a way into Southeast Koo eray, where their lines may be extended and favorably operated.

To compare the record of the Canadian Northern with the record of the Canadian Pacific and its accomplishments, to be fair to the Canadian Northern you must say that at any rate in point of energy and in point of courage the Canadian Northern has made record that is far beyond anything the ratiroad history of Canada has disclose to date. If in the course of its develo ment, with its huge assets standing well in the opinion of the world, the Canadian Pacific had ever developed the energy, the courage and the foresight that is displayed by the Canadian North that is displayed by the Canadian Northern you should have seen today a much larger mileage under the aegis of that occrooration than we have today in British Columbia. Not that I wish to reflect on that corporation or on that great railway man at the head of it, Sir Thomas Shaughnessy, because as a Canadian I want to say that under him if idian I want to say that under him it is a credit and a source of pride to the Caradian people and the British race, but speaking from the viewpoint of a British Columbian I say that as paied with the Canadian Northern there has never been, at least to date, the same courageous and the same energetic activity as Sir William Mackenzie and Sir Donald Mann both have shown n connection with the Canadian Northern.

Now we come to the consideration of what this road will do for the beautiful Okanagan, and I will not at this time go over the many and eloquen references that I have heard in regard o it within these walls of narliamen That the Okanagan is good we know. From the remarkable wealth of the district we may estimate the great future that is now before it. Even with the one line of transportation, the Shuswap and Okanagan, we have witnessed in the last fifteen or sixteen years developments that constitute a record, and when we consider that fact what may we not expect, what may we not have the right to claim, as coming to this part of British Columbia presently when the Canadian Northern Pacific syswhen the Canadian Northern Pacific sys-tem is extended in that direction. Con-sider how much it will mean to Vernon, Armstrong, the upper Okanagan, val-ley, Kelowna, Summerland and all of these different places in the immediate vicinity. It is impossible to prophesy what the net result will be; suffice o say that the same benefits will enure to these sections of the province that always come to sections of territory where railway competition offers and is supplied.

Multiplied Prosperity If there has been prosperity in thes

laces in the days gone by I should like undertake to say this afternoon that that prosperity will be greatly plied in the near future when the Car dian Northern Pacific is in operation an in touch with the entire community. You must mark that the read leading int the Okanagan leaves the main line at Kamloops. This is an interesting point because it seems to me that anything associated with good pid Kamloops is always of more than passing interest. Since the inception of business it has always been the intention of the Canadian Northern Railway to establish at The management of the line realizes that there is a tremendous business to be looked for both in the coast section between tidewater and Kamloops and the interior section between Kamloon and the eastern boundary of the province. In order to work toward this end which means the effective maintenance of the road, plans have been under way to provide for large machine shops, an all the other impedimenta, so to speak that goes to make up the modern rai way centre. Kamloops is to have the nefit of these. And in addition to that has to be added the construction and operation of branch lines. For my own part I am glad to be in a position to say that this must mean a great deal to Kamloops, and must serve as another assurance to the people, both at home and abroad, of the splendid future that lies before the inland capital.

On Vancouver Island

Passing over to Vancouver Island it s interesting to note that the one hun dred and fifty mile section will take the Canadian Northern system as far as Strathcona park and beyond, and to all the wonderful and beautiful discoveries -I use the terms in a general senseof that great district. But of all the striking things that have occurred in the province during the past few years I think that the awakening that has ome to Vancouver Island is easily the most striking. Even twelve months ago when the government was dealing with the Songhees reserve question and when there was some mention of what amount of ground would be required for ter-minal facilities, the subject was dispos ed of by men with large experience transportation with the statement that perhaps twenty to thirty acres would suffice. Today, under the advice of the council and one of the most ex-perienced of expert terminal engineers, Mr. Holman of the Harriman lines, it is stated that more than half the re-serve will be required for terminals; and I am sloce advised that in view of the great construction in prospect the entire reserve will have to be given up for the same purpose. It is a splendid commentary on the development of the Island that such a condition of affairs should obtain—that what was deemed adequate for the purpose a few months ago must be multiplied ten times over. I am of the opinion, though I must not stop to express myself more fully on the point, that the developments that will take place here with the Island rail-

way extensions and the improvement in our harbor, will presently assume such proportions as to tax the entire community and the near surrounding ter-ritory for a sufficiency of room to take care of the additions that will be necessary.

New and Better Things

While I remark that this is a good

thing for the capital city, at the same time it is an excellent thing for the entire population of the country. Victoria has had the handicap of water travel to the mainland and she has suffered more or less from the fact that her influences with the C. P. R. were never of the same standing as those exercised by the terminal city of Vancouver. I am not here speaking in any critical vein at all, but rather in the attempt simply to mark something that is of record. We are, however, under the promise of new and better things and more prosperous times. These extensions on the island will serve in a very marked way to bring about new conditions; and with the development of our timber and mineral wealth, and with the discovery of more agricultural land on the island, and the disclosure to the world of these advantages, together with the wonderful climate and the still more wonderful scenery which the island is in a position to boast of, I think I may safely say that there will be such a revolution and settlement as has never been precedented even within the knowledge of those who are familiar with the country. Every Confidence

Speaking personally, I have every

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nfidence in the island and in the mainland as well. If I did not have that confidence I would not this afternoon, with all solemnity and deliberation, submit to the people of the country the great rallway proposals now before the house. While I have that confidence and enjoy that assurance, do not think that I would be right in my conduct if I allowed a day or an hour to go by without taking the first opportunity to give to the people of British Columbia all the blessings that ought to flow from the opening up and development of such marvellous territory as we know to be contained within the four corners of the province. If it has so happened, as I in-dicated in my address, that in the wisdom of the government there may be an appeal to the country, there is no question of this that the government is prepared to go to the people of the country and ask their verdict. And if that verdict were to prove unfavorable I would have you believe, sir, that there are no men more prepared to accept the judgment of the people on this question than those gentlemen who compose the government of the country, or the party which stands so well and so strong behind them. But we have had some knowledge of our people in days gone by. We know and rightly claim to know the timber of which they are made. We understand the energy and aggressiveness of the Canadian who lives in British Columbia. We can feel his buoyancy and enjoy his enthusiasm. While we want to be with him and by him, at the same time, as a government, we feel that it is our duty to try and see a little in advance. So it is with that determination to be a little in advance that we are at this present time making-provision for the opening up of the country.

Now we come to Strathcona park. In this section of line that is now under way-and here I am satisfied that the house will agree with me-may be found, just so soon as the proper plan is matured and the line open, some of the most wonderful scenery in the world, a playground of 200,000 acres, and more than that, something that in the days and years and centuries to come, will furnish a great amount of enjoyment and delight to generations and generations of our people, as well 00, as of our neighbors Strather park is easy of access from Vancouver. Presently it will be easy of access from Victoria also. But I would emphasize the fact that we do not propose that this park shall be the ial preserve of British Columbians. We would invite our American cousins to take advantage of this wonderful property. It will be as open to them and to the whole world as it will be to British Columbians or Canadians. It will be a playground for the people of the world, open to all, where comfort and enjoyment may be had with beautry of scenery and salubrity of climate.

I am told that the scenery of the park is unrivalled. I have not had the opportunity to investigate it in person but my colleague, the minister of finance and agriculture, made a very successful trip through the length and breadth of the park, and judging from the pictures which he brought back, must be one of the most delightful spots in the entire world. I was especially delighted with those of the series portraying him going over the mountain tops and dipping into the valleys with an agility that would have done credit to a boy of sixteen. When it had that effect upon my colleague, the minister of finance and agriculture, I think I can rightly claim that it will serve as a wonderful playground for the people of this province in which to recuperate and forget the worries

of life, at least for a time.

My colleague the minister of public works will be able to announce in a day or two what arrangements he has under way, which he will ask this louse to endorse, with regard to the development of Strathcone Perk. I think that you will agree that his plans have been very well designed and I am quite satisfied that they will meet with your fullest approval. Strathcona Park I am irmly convinced will in the course of the next few years become to the people of the Pacific coastline what the National Park at Banff is today and what Jasper Park presently will be to the people of the great interior.

Immediate Construction

Before concluding my remarks upor this bill, I may say that the proposals involved are upon exactly lines as those contained in the agreement entered into with the Canadian Northern Pacific two years ago. Our present contract in this bill for further Canadian Northern extensions in British

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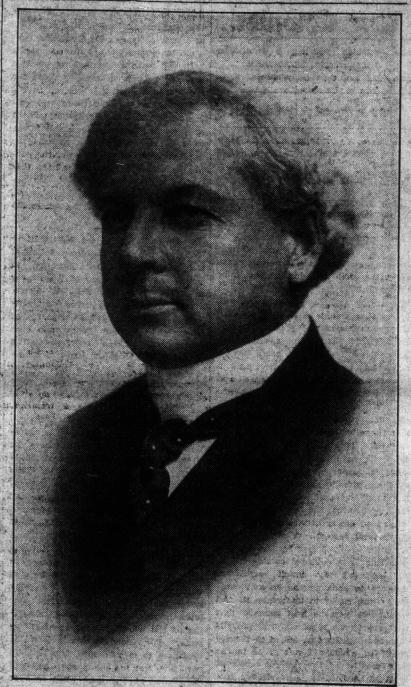
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Railroad Development In B. C.-Lines To Be Constructed





HON. RICHARD McBRIDE British Columbia's Premier who is responsible for Rail-

road Policy introduced in legislature yesterday. QUESNEL BARKERVILLE LILLOOET PEMBERTO LEGEND New Pailways...... Railways projected .....

# RAILWAY BILLS

Continued from Page 1.

to return to the province the \$387,000 it has paid out in guaranteeing the bonds of the Shuswap and Okanagan-railway. The Premier made a brief prefatory explanation on each bill.

The first bill introduced was an act to ratify an agreement between the government and Foley, Welch & Stewgovernment and Foley, Welch & Stew-art, and between that firm and the Grand Trunk Pacific Railway Com-pany for the construction of a railway from the City of Vancouver to Fort George. The first agreement provides for construction, and the second that the Grand Trunk Pacific shall have

the first option of purchase, and shall also have running rights over the line. Vancouver to Port George.

The Premier in introducing the bill said it provided for the construction of what was commonly known as the Vancouver and Fort George railway. It would he of standard gauge, and would run from Vancouver to conhect with the Grand Trunk Pacific at Fort George. It would receive from the provincial government a subvention equal to that already given to the Canadian Northern Pacific Railandian Northern Pacific in the guarantee of its bonds for \$35,000. Provision was also made for adequate traffic connection with the cities of New Westminster and Victoria.

The second bill, to incorporate the Pacific Great Eastern Railway company,

was, the premier explained, simply a was, the president expansion, simply complement of the first. The company would be authorized under that name to carry out the Vancouver-Fort George undertaking.

to Lumby. This would be a distance of 140 miles, which added to the 150 miles they were to build upon Vancouver Island would make 295 more miles that this company had to build within the province in the next three years.

Speaking of the fourth bill, which is to ratify an agreement between the government and the Kettle Valley Railway company, the premier said that it pro-yided for a subsidy of \$10,000 a mile to that company in order to bring their system over the coast range to the Paconnection between the Kootenay and Boundary countries and the cities of the coast. Under the Dominion act

corporation. The bill provides also for a subsidy of \$200,000 towards the con-struction of a combined railway and traffic bridge over the Fraser river near

# E. & N. Extension

The fifth bill was the agreement for the extension of the Esquimait & Nanaimo rallway northward. The premier said that it provided for the extension of the E. & N. railway to Comox. There was a provision that enabled them to lease all the lines to the C. P. R., and the C. P. R. had agreed in return to pay taxation on the lands of the E. & N. which would add approximately \$18,000 a year to the treasury of the province. The company agreed to construct the line to a point which governed the operation of the road there was ample protection for other lines to use the trackage of this

of Courtney and have it in operation | The premier will deal with them more by December 31, 1915.

The sixth bill, the premier explained, provided for the repurchase by the government of the remaining British Columbla Southern and Columbia & Western lands at 40 cents an acre. The western lands at 40 cents an acre. The bill at the same time provided for the reconstruction of the Kaslo & Slocan railway, which was to be taken over by the C. P. R. and standardized. The agreement also provided for the return by the C. P. R. to the government of \$387,000 which had been paid by the province on account of the S. S. O. province on account of the S. & O. guarantee. There was also a provision for a remission of the taxes that had accumulated on the subsidy lands since the negotiations had commenced.

fully when they come up for second reading today.

SAN DIEGO, Feb. 20. With the arrival here today of the U. S. revenue utter Bear, Captain Billinges, the cuscutter Bear, Captain Billinges, the customs officials here who have been fighting for months to put an end to the operations of Chinese smuggling believe they will succeed. It is estimated that 200 Chinese contrabands have been taken from Ensenada in launches bound for the United States within the past six weeks. Nearly every one got through to safety. The Bear will maintain a patrol along the Lower California coasiconstantly coming to this near except. the negotiations had commenced.

The bills were all given first reading. take on fuel and supplies.

# The Semi-Weekly Colonist

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### RAILWAY MEASURES

The promise made by Mr. McBride previous to the last general election for the legislature that if he was again entrusted with the administration of the affairs of the province, he would inaugurate and carry out a railway policy that would be in keeping with the requirements and potentialities of British Columbia, has for a second time been shown to be much more than a mere election cry. At the first session of the present house, he introduced and carried through two projects of prime importance, one c' them being the Canadian Northern Pacific enterprise, and the other the Kettle River Valley railway. This year he arranges for the carrying through of the latter to completion, provides for the extension of the system of the former both on the mainland and on Vancouver Island, and authorizes the initial step in what may easily become a new transcontinental system. The new construction involved may reach 800 miles. supplemented by much additional mileage as soon as the several companies are ready to undertake it. All reasonable persons will concede that the programme provided for by the bills introduced vesterday, added to the 800 miles for which aid was given in the total of 1,600 miles, is a splendid fulfilment of the promises on the strength of which Mr. McBride and his miniselectors with an unprecedented mamay rest confident that it will be done, perhaps even more promptly than most of them anticipate. The needs of the province are great, and the people of no section need fear that Mr. McBride will not meet their reasonable requirements with all possible expedition.

The aid to the Canadian Northern Pacific to secure the construction of Vancouver Island is to be understood only as a second instalment of the government policy in respect to Island development by means of the Canadian Northern interests. One hundred and fifty miles in addition to the 100 miles now under construction from Victoria towards Barkley Sound will carry the line very nearly to Seymour Narrows. A statement has appeared in a Vancouver paper to the effect that it had been found impossible to extend this railway towards the north end of the Island from its present route. This is wholly wrong. A perfectly feasible berni Canal and the outlet of Comox Lake from which point the rails of the Canadian Collieries already extend to the sea at Union Bay. The next stage in this company's plans will be the completion of its line to Hardy Bay. We are confident that within four years the line will be extended to that

It is interesting to know that the E. & N. railway is to be leased to the Canadian Pacific, The great transcontinental road operates a very considerable part of its eastern mileage under lease. Many fines, which are never referred to as anything else than the Canadian Pacific, have other names and hereafter the E. & N. will cease to be spoken of as such. The old name is no longer applicable to a railway which neither begins at Esquimalt nor ends at Nanaimo, but which now extends from Victoria to Alberni, and will soon cover the entire length of the island. In view of the activities of the two transcontinental roads it is quite safe to say that within six years there will be fully 1,000 miles of railway in operation on Vancouver Island.

The railway policy of the government as presented during the present session does not provide for an all-rail connection with the mainland by way of Seymour Narrows, but it is not to he supposed from this that this great work has been pertponed. Indeed it is not too much to say that the Island construction provided for points directly to the early consummation of the great undertaking. 5 be Canadian Pacific and the Canadian Northern are brought within easy reach of the Narrows, and there can no longer be an objection made that there are no lines on the Island to take advantage of the all-rail connection when it is provided. This connection can never be allowed to become the exclusive property of Howe Sound with connection with New one railway company. It must be Westminster and Victoria; but it may available to all lines that see fit to use

tional importance, and we have not the slightest hesitation in saying that at a very early day the Dominion government will be asked to co-operate with the province in making possible this great work. For many years the Colonist has kept this project to the front, and as its consistent advocate against all manner of discouragement and disappointment, it feels able to say with all sincerity that it regards the consummation of the nopes of the people in this respect so near at hand that It may reasonably be taken into account as a factor in local development, the effect of which will be felt in the

The completion of the Kettle River

Valley railway, by the construction of a line from Coldwater Junction to Hope, and the bridging of the Fraser to afford connection with the Canadian Pacific, is a project the full meaning of which may not be apparent at first sight. Fifteen years ago the people of this city were contending earnestly for the construction of a railway from the Coast to Kootenay. Those who recall the events of those days will not need to be reminded of how we were all swinging, pendulum-like, between hope and fear as we labored to promote this enterprise. The agitation finally reached a stage where the Victoria, Vancouver & Eastern Railway Company was incorporated. This charter was acquired by Great Northern interests, which secured later the Victoria & Sidney railway to form a part of its plan for an east to west across British Columbia and across Canada. Mr. James J. Hill was once asked by the Colonist what were to he the termini of the line he was building in southern British Columbia under the V. V. & E. charter. His letter in reply was very brief, consisting of the words "Winnipeg and Victoria." For reasons which it would be profitless to inquire into, Mr. Hill did not carry out his plans as rapidly as he seemed at one time likely to but on the contrary began the construction of a road to divert the traffic of South ern British Columbia over the Great Northern. He continued to press the V. V. & E. westward and last year laid the rails into the new town of Coalmont on the Tulameen river, and his engineers said that he intended to cross the Hope summit into Fraser Valley. But Mr. MoBride had no intention that the business of a large part of southern British Columbia be controlled by an American road and he arranged with the Kettle River Valley to supply the missing link s the Hope Mountains. This link an additional mileage of 150 miles on will be available for use by the V. Y. & E. and thus we will have two roads instead of one from the Coast to Kootenay, with all the benefits and advantages that can be derived therefrom by the people of the interior and the people of the coast cities, not excluding Victoria, which will have connection by railway ferry with both of them. There are no fifty miles of railway in Canada the construction of which will be more revolutionary in a

> the heads of the Canadian Northern did not imagine for a moment that | storm," "Bicycling," "The Boy Scouts" they would be content to leave a rich region south of the main line of the Canadian Pacific in this province uninvaded. The present business and future prospects of the Okanagan country are too great not to attract the attention of the masters of transportation. Sir William Mackenzie examined the district for himself last year and became convinced that its marvelous progress warranted the construction of a line of railway into it as a feeder of the Canadian Northern system. More than this, he became impressed with the needs of the district for nower development and he purchased the vast Coteau water power lying to the east of Vernon, where a great plant is to be installed to supply power to the whole Okanagan country. Mr. Mc-Bride in his determination to promote the development of all parts of the province and to secure for this great fruit-growing area the benefit of new railways and competitive rates, wisely resolved to ask the legislature to assist the Canadian Northern Pacific in its new venture. It is a work that will ensure the speedy development of one of the most promising parts of British | young American, who has played so Columbia, and one that is already in the front rank in respect to matters that make up a progressive and prosperous community:

transportation sense than these fifty

miles on the Kettle River Valley rail-

way between Coldwater Junction and

The construction of the railway from Howe Sound to Fort George may be regarded as the inception of a fourth. transcontinental railway differing from its predecessors in having its beginning on the Pacific Coast. The head office of the new company is Victoria, and this city and Vancouver will be the basis of that would follow would be very farito operations. The Bill introduced yesterday only provides for a line from Vancouver to Fort George by way of be taken as a matter of course that it. Its construction is a work of na the line will be extended to the Peace | frol the destinles of nations,

try. This new enterprise, associated strength, will give Victoria, New West minster and Vancouver direct connection with the East by way of the Grand Trunk Pacific, but the project is of too simply a branch of an existing system The contract with the government requires the completion of this line by July, 1915, so that it will be ready to play its part in the development of business that will follow the completion of the Panama Canal As this is a new enterprise it is of interest to mention that the charter has been obtained by and the contract has been entered into with Messrs. Foley Welch & Stewart, the premier railway contractors of North America, and with them is associated Mr. D'Arcy Tate, solicitor for the Grand Trunk Pacific Railway Company.

The agreement with the Canadian Pacific for the taking over of the Kaslo & Slocan railway from the Great North as a part of the C. P. R. system will menn a very great deal to the people resident in the localities served by it.

Mr. McBride and his colleagues are to be very heartily congratulated upon the policy of further rallway construction that they have been able to present to the House, and the whole country is to be congratulated upon having a ministry appreciative of its possibilities. It re quires foresight to discover, ability t plan, and courage to carry out such programme as Mr. McBride has laid be nion is fortunate in having at the head of affairs in British Columbia a gentle man, who is alive to the needs of the day, especially in view of the grea changes that will follow upon the completion of the Panama Canal. Coming at a time when there has arisen a de mand in the eastern provinces for a period of renewed activity in rallway construction, the policy announced by Mr. McBride yesterday will be an in spiration to the whole of Canada

## A NEW PROJECTILE

A new bullet is to be issued to be used and its velocity will be 2,700 feet pe that it will not rise above the height of a man in 800 yards. The fixed sight of 500 to 800 yards. Owing to its great effect upon the course of the bullet; hence a steat improvement in shooting is expected. The penetrating power of the new bullet is thus stated:

At five hundred yards it will pene-Hard steel nitses 1 1-16 inches this Brick and cement 9 inches thick. Loose sand 30 inches thick. Hardwood, with grain, 38 inches

Clay 60 inches. Peat or turf 80 inches thick.

The Ontario government is going development of what is known as New Ontario. It will be money well speni

Applicants for positions on the staff of Hansard at Ottawa are required to Follies of Fashion." "The Great Snow and "The First Money I Ever Earned." Are we to assume from this that, in the opinion of the Civil Service Commission, these are the subjects about which our M. P.'s will dilate bereafter?

Toronto and Hamilton are at outs as to where a "magnificent memorial" of Canadian victories in the war of 1812 should be erected. Why erect one anywhere? A memorial, however "magnificent," would be a local thing that would not tend in the least to build up Canadian sentiment. If Toronto wants one, let the Torontonians build it; if Hamiltonians want one, let them pay

The story that comes from Persia to the effect that Mr. Shuster's accounts disclose serious irregularities is rather unfortunate, even if it proves to be without foundation. The cardinal principle of British political agents in semi-civilized lands has been to adhere closely to honorable practices. It will be unfortunate if the reputation of the white man in this respect is to suffer through the conduct of the brilliant conspicuous a part in the recent history of Persia.

There appears to be an unwillingness in certain continental quarters to see Great Britain and Germany come to an understanding. We can understand this. The Continental system rests largely upon the necessity of maintaining great armed forces always in readiness for conflict. Remove this necessity and the changes reaching. They would be revolutionary. So many people would find their occupation gone if universal peace were to be ushered in that they would prefer war to such a consummation. But these reactionaries no longer con-



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dull golden finish. Top 22 x 40, British bevel mirror 25in, round. Similar to illustration ... \$35.00



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RAILWAY

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revolutionary southern part or two examp this line of t the distance f is about the s to Kamloops, than from mous, which ple from Sum reach the coas Similkameen to the coast the Nicola Va of two routes most of them the whole south from the Casciboundary will, to travel along quadrilateral, sides as at pr

LINE FROM

The Canadi

RAILWAY POLICY OF GOVERNMENT Continued from Page 1. The assistance to the Kettle River Valley lines will be a cash grant of \$10,000 a mile, involving approximately \$500,000. This railway begins at Midway, the terminus of the Columbia and Western railway, owned by the Canaing the Shuswap and Okanagan at or dian Pacific. It ascends the Kettle river to the mouth of the West Fork and follows that stream to Carmi, to which point the line is now completed and in operation. It then takes a north-

westerly direction in order to ascend the summit lying east of Okanagan Lake, which it surmounts at a point between Kelowna and Naramatta. It a considerable elevation above it to the outlet at Penticton, where it crosses the Okanagan river and then extends northward on the west side of the lake to Summerland; thence westward and southward to Princeton at the junction of the Similkameen and Tulameen rivers; thence up the Tulamen to the mouth of Otter creek to Aspen Grove; thence westerly to the Coldwater; thence northerly down the Coldwater to Merritt on the Nicola, where it will meet the rails of the Nicola branch of the Can-adian Pacific from Spence's Bridge. The line in the Coldwater is completed. This part of the railway was assisted by the Legislature with a subsidy of \$5,000 a Legislature with a subsidy of \$5,000 a mile, granted two years ago. The new portion of the line will begin at the boint where the road now under construction reaches the Coldwater, and will extend in a southerly direction up the Coldwater to its head and thence across the divide to the headwaters of the Coquihalla, and follows the latter to Hope, at or near which point the Fraser will be bridged. The province will give \$200,000 towards the construction of the bridge, which is to be protion of the bridge, which is to be pro-vided with a deck for highway traffic, thereby affording a much needed connection between the districts lying on the opposite banks of the Fraser. By

The Great Northern, by way of the Victoria, Vancouver and Eastern and a long detour into the State of Washington, reaches the valley of the Similka-meen, which it follows as far as Coalmont, a new mining town some 12 miles above Princeton. By virtue of its power, under its Dominion Charter, the Great Northern will have a right to use the rails of the Kettle River Valley road to cross the Hope mountains, and it will come down toward the coast over the rails of the Canadian Northern to a junction with its own line now in operation south of the Fraser. Thus the provision of this approximate 50 miles of railway between Coldwater junction and Hope will bring two new railway lines from the southern interior to the coast and fulfil the long deferred hopes of the people of the coast cities for a railway from the coast to Kooten-ay, only there will be two roads instead

this bridge connection will be made with the C. P. R., and it will immediately afford an unbroken rail route between

Southern Alberta system to Vancouver,

by way of the Kettle River Valley

ess

er

.\$3.00

Inspection of the map will show how revolutionary this will be to the whole southern part of British Columbia. One or two examples will serve as a guide to those who may care to follow up this line of thought. In a direct line the distance from Summerland to Hope is about the same as from Summerland to Kamloops, and considerably shorter than from Cumberland to Sicamous, which is the route by which people from Summerland must journey to reach the coast. The coal mines on the Similkameen can send their products to the coast cities. The residents of the Nicola Valley will have the choice of two routes to the coast, and for the most of them that via the new line will e much shorter. The people of the whole southern part of the province rom the Cascade range to the eastern undary will, to reach the coast, have to travel along only one side of a great quadrilateral, instead of along three sides as at present.

# LINE FROM KAMLOO'S TO KELOWNA

The Canadian Northern Pacific's new The Canadian Northern Pacific's new line will leave its main line where it comes down the North Thompson at Kamloops and will run a little to the south of East, following the general line of the present highway road, cross-the island from the east to the west coast and back again

ing the Shuswap and Okanagan at or near Armstrong, thence so therity to Vernon, and thence still in a southerly direction on the border of Long Lake and from that lake across a low summit to Kelowna on the eastern shore of Okanagan Lake. The distance from Kamicops to Kelowna is 129 miles. From Vernon a line will extend eastward a Vernon a line will extend eastward a through the famous Goldstream Ranch

# FROM VANCOUVER

The line from Vancouver by way of flowe Sound to Fort George will be built by a company to be known as the Pacific and Great Eastern Railway Dompany, in which the great contracting firm of Welch, Poley & Stewart are the chief members. It will receive aid similar to that given to the Canadian Northern Pacific. It will be approximately 450 miles long, its route is not fully determined for its whole length. Hence its location on the map must be understood to be indefinite except in the southern part where it is approximately correct. This railway will give the southwestern cities of the province the most direct route to Fort George, the centre of New British Columbia, and enable them to hold their own in competition with Edmonton and Eastern points for the trade of that Nelson and Vancouver. It may be assumed tha the Canadian Pacific will close up the gap between Nelson and Kootenay Landing, and thereby provide an unbroken line of rails from its Eastern points for the trade of that region. Connection is to be provided by the company with New Westminster and

### C. N. P. CONSTRUCTION ON VANCOUVER ISLAND

The plans of the Canadian Northern Pacific on Vancouver Island embrace construction from Victoria to Hardy Bay and perhaps also to Quatsino. The route to be followed will be shown fairly accurately on the Map of Vancouver Island. From Victoria to Franklin Creek on Alberni Canal the route has been decided on. As will be seen by the map, it will extend from Victoria to Sooke; thence northerly by way of Sooke River and Sooke Lake to Shawnigan Lake, which it will follow along its western shore, thence it will strike across country to the outlet of Cowichan Lake, and will follow the north side of the lake to its head. Five miles beyond the head of the lake is the 100-mile post, to which point the assistance granted to the company two years ago extended. To this point the line is under construction. From this point the route extends southerly down the Nitinat valley to within four miles of the lake of that name; thence it turns north again and reaches the valley of Coleman Creek, which it follows to a point near its mouth, and thence runs up the Canal as far as Franklin Creek. Beyond this point the line has not yet been definitely located, but it will extend up the Alberni valley to a point near Great Central Lake; thence across the divide separating that body of water from Comox Lake; thence probably along the southern shore of Comox Lake and thence through Cumberland by the most feasible inland route to a point north the aid granted this year will extend.

From this point the company will extend its line to Hardy Bay, approximately by the route indicated on the map. It is known that a good route

extends around Crown Mountain and down the Kla-anch to Nimpkish Lake. Engineers are now in the field examin-

to the east coast. It will provide a route whereby the coal mined in and around Cumberland can be shipped to ports on Barkley Sound. It will give access to Strathcona Park. It carry the railway to within a miles of the Seymour Narrows.

stock, after which that railway will be operated as the Island Division of the Canadian Pacific. The company agrees forthwith to extend its line from a point on the Alberni extension, near Parksville, to Comox, a distance of between 40 and 50 miles.

As has been already announced the plans of the Canadian Pacific conplate the extension of this line to Hardy Bay. Presumably the line shown upon the map will be followed. The above railways are those for which aid is being asked from the

legislature at this session.
Other matters are dealt with by the measures introduced by the Premier. The E. & N. Railway Company consents to the taxation of its land grant. This was made free of taxation by the legislation of 1884, which granted it legislation of 1834, which granted it to the Dominion for railway purposes. The Premier has been able to persuade the company to make a concession in this regard, and the land will hereafter be subject to taxation at the rate of 1½ cents peh acre, which will yield a revenue of approximately \$18,000. The Canadian Pacific agrees to pay to the province the sum of \$387,000, being the earnings of the Shuswap & Okanagan Railway over and above operatagan Railway over and above operating charges, which will go to offset the interest charges which the province has had to meet upon the bonded indebtedness of the line. The province also is to repurchase the unsold portion of the B. C. Southern and Columbia. umbla & Western land grants, after the company has selected therefrom an area of 500,000 acres as a reserve for railway ties, and to pay the company therefor the sum of 40 cents per pany therefor the sum of 40 cents per acre. This will involve the payment to the company of a sum in the neigh-borhood of \$1,000,000. This purchase will remove all existing and future difficulties that have arisen or are likely to arise over pre-emptions, land purchases and mineral claims adjacent to these land grants, and will restore to these land grants, and will restore to the province the ownership of an extensive area many parts of which are likely to become valuable for min-erals, now that the development of the whole southern part of the province may be stimulated. DEVELOPMENT OF

# SOUTHERN MAINLAND

taken in connection with the rapid railway development of Vancouver Is-land, and the enlargement and general improvement of the second improvement of the port of Victoria, brings the question of railway ferries to the front with additional force. The situation may be briefly stated. At present the Canadian Pacific is operating a regular car-ferry service between Vancouver and Ladysmith, the ferry consisting of barges towed by tugs. This part of the transcontinental service has been of great value to the business community even although it has not been by any means what would be called up-to-date. The Great Northern also maintains a ferry service by towed barges between its line on the mainland and Sydney, the terminus of the Victoria & Sydney railway, and this also has proved of much convenience. The great effimuch convenience. The great effi-ciency of railway car-ferries has been ciency of railway car-ferries has been abundantly demonstrated in various parts of America and Europe, and in consequence it was made an essential feature of the original Canadian Northern Pacific contract that a thoroughly modern car-ferry service should be maintained to connect its Mainland and Island dlyislons and be operated as an integral part of its transcontinental service. This undertaking in the contract has been supplemented by repeated declarations by the president and vice-president of the president and vice-president of the company that the ferry will be of the highest class, fast and equal to any in operation. This ferry will unques-tionably set the pace for the other lines, and we will have the Canadian Pacific, the Great Northern and the Grand Trunk Pacific, which will be the lessee of the Pacific and Great Eastern, establishing similar means of communication between the island and the mainland. Nor will the ferries to a Victoria connection be all that will be established, for undoubtedly the Canadian Pacific will maintain a line from Vancouver to Nancose in connection with its Albern line. The carferry service is certain to assume very great importance. An enormous traf-fic from the Prairies to the Coast will be developed over the lines now built or to be built, and when Victoria is provided with the harbor facilities that will make it a modern port in every respect, it will be absolutely certain that a very considerable share of this traffic will be brought directly to our wharves and be handled here by ocean-carriers. What seemed only a very few years ago to be the idle dream of a visionary will soon be an accomplished fact, and the unequalled "right-of-way" presented by the land-

namely the Canadian Pacific, the Can-

adian Northern, the Kettle River Valley, the Victoria, Vancouver and East-

ern and the Pacific & Great Eastern.

locked waters between the island and the mainians will be furrowed by self-propelled car-ferries of the most ap-proved kind laden with the commerce of the world.

## V. I. & E. RAILROAD ALONG BUTE INLET

The maps show the route of the Vancouver & Bastern railway. The company holding the charter for this railway was incorporated by Dominien parliament, and its charter rights will be renewed at the present session of parliament, the bill for that purpose having passed the Railway Committee. The charter authorizes the construction of a line from Victoria to Edmonton by way of Bute Inlet and Yellow Head Pass. A subsidy of \$6,400 a mile has been granted by parliament to the 100 miles of road from Campbell river eastward, which would take it well on the way to the summit of the Coast range. The map shows the route the way to the summit of the Coast range. The map shows the route which the rallway will follow from Campbell river to the summit eastward of that point the route is an open question. That indicated on the map is the line, approximately, laid down by Marcus Smith for the Canadian Pacific. The construction of this rallway along the shore of Bute Inlet and thence eastward will not be exceptionally expensive, and it is quite feasible to continue the line to Frederick Arm and connect with the island by a short ferry by way of Nodales Channel, a water stretch ideal for such a purpose, Indeed a very satisfactory ferry service could be maintained from the island to the head of Bute Inlet, for the course is almost direct, and the water is deep, safe and well protected. CONNECTION WITH

The great desire of the people of Van-couver island is for an all-rail connec-tion with the Mainland at this point,

that is by way of a bridge over Seymour Narrows. Such a connection is of vast importance to the whole Dominion, and without it there can never be a truly transcontinental rallway in Canada, for only by such a bridge can an all-rail route be provided to the true ocean frontier of the Dominion. It will be recalled that Sir Wilfrid Laurier stated to the Victoria Board of Trade on the oceanion of his last visit to the city, that this bridge would be the next great railway work to be undertaken by the Dominion. Mr. McBride is fully alive to the vast importance of this connection, and he looks upon it as of such moment that he believes it to be an undertaking that should be so carried out that the bridge and the connecting railway would be open to use by all the great transportation companies. It will be too important a factor in the development of imperial interests to permit it to be controlled by any one railway company. Therefore, it is the intention of Mr. McBride to take the question up with Mr. Borden, Prime Minister of the Dominion, with the view to early co-operation between the north and south transportation to thardy Bay. reasonable to think that propegect of this accomplicate to take the question up with Mr. Borden, Prime Minister of the Dominion, with the view to early co-operation between the north and south transportation to the shores of the prime with railway lines extend the lecome the great highway twent the ocean-in made of the very import with railway lines extend through the railway lines extend through the southern British Column transportation between A termediate points on the southern British Column trailway at Victoria, and through to Hardy Bay. reasonable to think that propegect of this accomplication to the carrying out of the constitution of Mr. McBride to take the question up with Mr. Borden, Prime Minister of the Dominion. In this connection mention must be made of the very important fact that with railway lines extending for its en-tire length, this Island will undoubtedly become the great highway of traffic between the north and south section of the Pacific coast. The whole aspect of termediate points on the one hand and southern British Columbia and the United States will be changed once it is possible to embark upon a first class through to Hardy Bay. It is not un-reasonable to think that the immediate prospect of this accomplish lead to the carrying out of the long-deferred plans for railway construction on the Olympic Peninsula whereby trains with passengers for Alaskan points will be brought to the shores of the Strait to the Canadian Northern Pacific for trans-portation to Hardy bay. There may be those who will think this visionary, but

## FORWARD POLICY OF GOVERNMENT

Having set its hand to the plough the tion of looking back. It proposes to continue in its policy of railway development. It realizes that its work has only begun, but at the same time it appreciates the necessity of proceeding with due circumspection and prudence. It would be quite impossible to indicate what projects will command its consideration in the immediate future, but it is not premature to say that among them will be the completion of the railway system of Vancouver Island as shown upon the map, together with the con-struction of such necessary branch lines as will carry the rails to all the chief Island ports and increase the Island railway mileage to at least 1,000 miles within five years. What this will mean to Vancouver island and Victoria the most vivid imagination cannot portray. This Treasure Island of the Empire will be fully opened to enterprise, and the exploitation of its great wealth, and the utilization of its incalculable resources and its unequalled strategic position in respect to the commerce of the Pacific Ocean will proceed apace. The early completion of the Panama Canal will render Island development along the lines mentioned of exceptional importance. Along the whole length of the Pacific coast there is aircady a thrill of new life because of the approaching consummation of this great undertaking, and surely no argument is necessary to show that Vancouver Island, which is pre-eminent on the whole Coast by reason of its wealth and position must share in the great prosperity that is even now adding to values and attimulating enterprise averywhere on the eastern shore of the Pacific.

Space forbids more than a passing reference to the resources of Vancouver Island, but these are well known. Its forests, its mines, its farm lands, its fisheries, and last but by no means least its unequalled scenery that will make it the Mecca of hundreds of thousands of travelers, seeking Nature in her most striking esepcts, and her unsurpassed climate that will attract a have been too often spoken of to make any extended reference to them necessary at this time. Suffice it to say that the railway policy inaugurated by Mr. McBride two years ago and now rapidly approaching its consummation will make these resources and advantages better known than ever and far more easily available.

In this connection reference may be made to the disposition of the former Songhees Reserve. When this area was acquired by the provincial government the general expectation was that a por-tion of it would be required for railway terminals, a portion might be set apart as a park and the remainder would be available for sale to the public. The whole railway situation has broadened out since then, and it is now beyond a doubt that the whole area of the former Reserve, if it was of such a configura-tion as to be suitable for terminal pur-poses would not be large enough. Ter-minals for a thousand miles of railway on the Island would of themselves need to be much larger than the Reserve, and when we take into consideration the traffic that will be developed by car-ferries to the lower Mainland and by the bridge over Seymour Narrows, it will the bridge over Seymour Narrows, it will be seen that the facilities that will have to be provided here must be very extensive indeed. Indeed it is difficult to set a limit to what we may expect from the provincial policy of railway devel-opment and the extensive harbor improvement to which the Dominton is committed and a beginning on which will

# NEW ZEALAND GOVERNMENT

Sir Joseph Ward Makes Definite Announcement That He Will Retire to Make Way for Coalition

WELLINGTON, N. Z., Feb. 20.-Opposition leader Massey today submitted a motion of want of confidence in the ministry of Sir Joseph Ward, and in deing so brought the statement from Sir Joseph that he would retire from the

Mr. Massey said that the government had borrowed money lavishly and had spent recklessly. The verdict of the people at the present elections was, he claimed, against the government.

Premier Ward denied that the country had given its support to the oppo sition. Mr. Massey, he declared, had supported all loans made by the government for many years past.

In order to permit a natural coalition government of Liberals and Labor ites, said the premier, he would retire from office. This in his opinion would prevent the large landed faction from driving the Liberals out of existence. Wooden War Vessel Sold

WASHINGTON, D.C., Feb. 20 .- Another of the wooden ships which com-posed the old navy has been sold and navy list. The Pensecola, which has been doing duty as a receiving ship at the San Francisco naval training station, was sold today for \$12,025 to Henry J. Rogers of San Francisco. The vessel was built at Pensacola, Fla., in 1862.

# BIG ADDITION TO BUILDING PERMITS

February Total Will Prove a Record One For Any Single Month

By the issue of the permit for the additions to the provincial legislature buildings and that for the new Union Bank, now in course of erection, Febru-ary promises to be a record month for the year in point of building activity. The permit for the additions to the legislative buildings calls for the expenditure of \$1,000,000, while the cost of the new bank is placed at \$175,000. The total for the month to date is \$1,517,695, compared with \$182,000 for the whole month of February a year

The plans for the addition to the legislative buildings were drawn by Mr. F. N. Rattenbury and the contract has been let to Messrs. McDonald & Wilson. The architect for the new bank building is Mr. A. A. Cox, and the work is being carried out by the Norton, Griffiths Company.
Other permits issued yesterday wer

to William Emery, dwelling on Glad-stone avenue, to cost \$3,200; to Albert Fisher, additions to dwelling on Cam-eron street, \$200; to Thomas R. Cox, dwelling on May street, \$1,900; to M. M. Gregson, additions to dwelling or King's road, \$600; to Jeune Bros., alterntions to store front on Johnson street, \$575; to H. Harris, dwelling on Princess

# SAANICH CONSERVATIVES

Secretary Receives Gold Outf Links As Token of Esteem—Officers Elected At Annual Meeting

The annual meeting of the Saanich Conservative Association was held in Royal Oak Hall Saturday evening. The the chair and after calling the meeting to order presented the secretary with s pair of initialed gold cuff links, on behalf of the association.

all the old ones being re-elected as follows; Hon. pres., the Hon. R. Mc-Bride, president, Hon. D. M. Eberts, first vice-president, Reeve Nicholson, second vice-president, Mr. F. Quick; third vice-president, Mr. J. Braden, sec.-Ireas., Mr. Chas. E. King.
For the executive it was decided to

elect four from each ward of Saanich municipality and four for Oak Bay, as follows: Ward 1, Messrs. Jas. Munro Miller, C. McRae, T. V. Thurham and F. Borden; Ward 2, Messrs, Jas. Scott. J Owens, B. Sewell and J. Taylor; Ward 3; H. B. Smith, J. Durand, C. P. Allen and Robt. Scott; Ward 4, H. J. Dun, P. J. Goepel, S Jones and Wm. Clapperton; Ward 5, J. R. Carmichael, Wm. Jackson, T. Nicholson and S. Cameron; Ward 6, Mr. Dean, A. Gale, F. Stretfield and F. Turgoose; Oak Bay, D. D. McGregor, Mr. Rattenbury, F. Loveland and T.

The first mentioned in each ward will act as chairman.

# ARBITRATE VALUE

Pirst of the Sooke Lake Claims Now Before Arbitrators

The first of the arbitrations to fix the value of property which the city will appropriate at Sooke Lake was instituted yesterday at the city hall when the claim of Mr. Richard Dier was under consideration. Mr. Dier asks \$18,000 for his property while the city has of fered \$5,360. The arbitrators are Hon. R. Beaven, for the city; Mr. Richard Hall, for Mr. Diet, and Mr. F. A. Ben nett, referee. Mr. E. V. Bodwell, K.C., is representing the city, and Mr H. A. MacLean appears for Mr. Dier. Evidence concerning the value of land in that neighborhood was submitted, Mr. Dier laving particular stress upon the alue of his froperty from the standpoint of a strain or and health resort. It butte in Leir finding in about two

sks ime. is expected to fix the value of the other property which must be secured In all there are by the city. twenty-five other claims to be settled.

MILK SUPPLY

Kee, of the Vancouver Health Depart-ment, Mr. William Buckingham, of Richmond, Mr. W. Eaton, of East Delta, and Mr. H. Benson, of Delta, waited on Hon Price Ellison, minister of agriculture, yesterday, with a request for legislation that would more effectually protect the local dairymen and milk dealers against manufacturand milk dealers against manufactured and imported brands of milk. They asked for stricter inspection of daimes and that the government would carry into effect the appointment of an analyst, who should examine and report upon all milk, manufactured or natural that might be placed upon the market for sale. The minister promised to consider their representations and take them up with the executive.

The delegates were introduced by Mr. Frank Mackenzie, M. P. P. for Delta, and Mr. C. E. Tisdall, of Vancouver.

## MOROCCO QUESTION

Spain's Acceptance of French Propogal Improves Chance of Settlement— Regotiations do On

MADRID, Feb. 21.—The negotiations between France and Spain regarding forocco have been further advanced by Spain's acceptance of the French pro

The first is that all questions rele tive to the accord shall be subject to arbitration. The second provides for the unification of the customs. The third provides that Spain does not abandon any of her right throughout the zon which eventually will be ceded to he by France and the fourth revises the Madrid accord for the protection

The questions of railroad and terri torial compensations have not yet been settled.

Insurance Marger

LONDON, Feb. 21.—The Times this morning states that Midland and Textile Insurance Co. of Canada has acquired the entire capital stock of the London Mutual Insurance Co. of Canada and will incorporate the business and the assets of that company with its own. The London Mutual will in the future act in Canada as a tariff company. The London Mutual Fire Insurance Co. is a concern incorporated under an Upper Canada charter in 1855. Its head off ice is in Toronto and it has an authorized capital of \$500,000. The assets are in excess of half a million dollars. D. S. Miller is president and managing director of the company and A. T. Platt is secretary.

# G. T. P. HOTEL PLANS

Mr. D'Arcy Tate Leaving for Rast to Consult With President to Satisfy Drawings—Makes Frediction.

railway policy comes the statement that the long waited for G. T. P. hotel will shortly be in evidence in the city of Victoria. Mr. D'Arcy Tate, the company's legal advisor, who has been in the city for the past week or so left last night for Montreal where he will meet with Mr. Hays, the president of the road, and one of the principal topics of the interview will be the raiffving. the road, and one of the principal topics of the interview will be the ratifying of the plans for the construction of the hotel in the city of Victoria. The plans are being drawn in the city here by Mr. F. M. Rattenbury, the well known ar

"As a matter of fact the consideration of the company's plans in relation to the building of hotels in Victoria, Edmonton, Regina, Prince Ru-pert and Winniper, is the primary ob-ject of the conference between the presi-dent and myself," said Mr. Tate yester-day, "Within the pest few months I have been all over the Dominion mak-ing arrangements for the erection of these structures as it is the intention of the company to have a string of first class hotels in all the leading cities of the prairies and the west as well as in the eastern provinces of the

"In regard to the city of Victoria particularly I may say that at the present time the plans are being drawn and will be ready for use in a comparative-ly short space of time. Of course I need not tell you that the hotel will be built on palattel lines. The G. T. P. is coming into the city of Victoria with a hotel that will stand comparison with any in the country. We are at present any in the country, we are at present closely associated with the city, by a water service and it is possible that in the near future that relationship will be greatly augmented. As you see the government of the province has brought down a railway policy that will brought down a railway policy that will mean a great deal to the whole of the country. The time is rapidly coming when the province will be knit by railroad connections from practically all points to all points. I cannot tell you anything definite about the intentions of the G. T. P. in regard to the city because as a matter of fact I am not aware of them myself, but that we are vitally interested in its development. vitally interested in its development may be taken for stated as also the fact that in the Victoria to be the G. than it does at the present time."

# FINE SPEECH ABOUT'ROADS

Continued from Page 1. mode of gravel or rock haul by wagon

or team.

This had been demonstrated frequently, and the cost had been reduced to one-half what had formerly obtained. Mr. Griffiths, the engineer of the public works department, he noticed from the programme, was to speak on this particular subject and he was sure from his experience as head of this engineering department, and elsewhere that they would gain much valuable information from him and interesting data. They were about and interesting data. They were about to hear the question of "road location" discussed. This was one of the most

important factors. It had been the policy of the people in the past to follow to a large extent the old Indian trails and tracks and gradually bring them into semblance of a road. This was due largely to the limited appropriations of the early days in this province. However, they were gradually coming to a time of roads with a maximum grade of eight per cent. So they hoped to see the old system gradually removed.

Transportation Provision

Transportation Provision

Transportation would assuredly have to be provided for the great volume of settlement taking place in the province; and good roads with easy grades were essential, for it was undoubtedly true that many thousands of dollars, had been lost to the farmers through bad roads. Effective workmanship was essential; and on that particular subject they would have instructive observations, in connection with "location" particularly from the assistant engineer, Mr. J. P. Forde, of the public works' department.

orks' department. The diversity of geographical condi-tions, made the problems of road building particularly difficult in Brit-ish Columbia. What applied to one ish Columbia. What applied to one district might prove very unsuitable for another. So far as the coast localities were concerned, the day had gone by for the old gravel road, as, for instance between Vancouver and New Westminster where the traffic was excessive Even the macadam road

had felt it nece to the assistance of the municipalitie to help them to lay down to help them to lay down a permanent pavement, surfaced with some waterproof material on a permanent base. They had made an experiment in respect to the road from Granville street. Vancouver, to Eburne, which had been very encouraging; and other municipalities on the lower mainland were applying for aid under the exceptional circumstances created.

were applying for aid under the ex-ceptional circumstances created.

In regard to the less-used roads, they proposed to initiate a policy on the lower Fraser valley of using crushed rock and surface them with olded materials and to work in harmony with the municipalities to maintain a rock-crushing plant, which would be available to all municipalities served by the B. C. Electric railway. They also hoped to sell this rock at actual cost price.

Read Expenditure

To indicate that the government was fully alive to the needs of the situation in regard to improved roads and new roads, he would point out that the expenditure on roads, bridges and trails had risen from \$450,000 in 1906

trails had risen from \$450,000 in 1906 to \$3,750,000 this year—and he proposed to ask the legislature for about \$5,000,000 for this purpose in the current estimates. (Applause.)

But this huge expenditure should be made in the very best manner and in the public interest. The most modern made in the very best manner and in the public interest. The most modern methods would have to be adopted in spending that money, by introducing satisfactory machinery. Turning to a consideration of the aspect of administration by his department during the course of the coming summer, the minister said he intended to ask the government for an appropriation for the opening up of the Roach river summit road from Hope to Princeton and he trusted to have men working at both ends of that undertaking.

Much of this work was merely part

Much of this work was merely part of the great scheme of transcontinental roads leading up to the national highway; and he believed they could look for some assistance from the federal government. In connection with the speech from the throne, there was a promise conveyed in favor of grants. promise conveyed in favor of grants for roads throughout the Dominion. Some announcement might be expect-ed from Mr. Borden at any date. The question was not a provincial one, but

national one. Referring to the question of road location, he might mention that he had been so fortunate as to secure the in Vancouver, Mr. Cleveland, of the firm of Cleveland & Cameron, and the he whole of the past season had be aken up with surveys of this section of the provincial highway. The survey however, was now complete. The road would not contain grades of more than 8 per cent. Mr. Cleveland had also extended his operations in a preliminary manner from Cascade to Rossland, and he hoped to retain his services also in connection with the road to be built between the Columbia river bridge and the arteries of travel

already constructed in East Kootenay Another matter they had under consideration dealt with the building of the Banff-Windermere road, the Do-minion government undertaking to build from Banff to the Alberta boundary. The government and the C.P.R. had undertaken the portion in B.C. jointly. They would have then a magnificent scenic road from the tourist centres, making a 600 mile auto trip through southern Alberta and Eastern B.C. unrivalled perhaps on the contin-

ent of America.

In regard to the opening up of the Strathcona Park, of which Buttle Lake was the centre, he could say that the plans of the government called for five years work before it would be possible to receive the general public as they ought to be received.

In conclusion the minister of public works expressed the hope that that energetic supporter of good roads, Mr. Sam Hill, would be with them some time during the conference, in view of his great work on the Pacific coast, and he also was sure they would look forward with pleasure to hearing Mr. R. H. Thomson's lecture the next day.

stenographic report of the proceedings was to be taken and it was intended by the dapartment to issue the same in book form for the information of all who cared to ask for a copy. He outlined the programme as arranged during the stay of the delegates. This evening there would be an open session at which a paper would be read by Mr. R. H. Thomson, of Seattle, and on Friday morning there would be a practical demonstration in road making for the benefit of the delegates at a point on the Esquimalt road, where the rock crusher would be utilized; at noon ter of public works at luncheon and the afternoon would be spent as the guests of the Automobile club in a drive around the city and outskirts, a visit being made to the Malahat Drive it the weather proves favorable. In this latter connection he mentioned the praiseworthy offer of Messrs. A. E. Todd and Mr. G. Hinton of, the Automobile club. Concluding the chairman asked that none of the cond superintendents should leave the

ond superintendents should leave the lity until they had taken opportunity of visit the office of the minister of tiblic works and discuss the estimates of the year's work.

for the year's work.

The assistant engineer of the department, Mr. J. P. Forde, then read a lengthy paper on "Road Location."

This was followed by an animated discussion, participated in by Charles Gillingham, of Skeena district, Mr. J. Porter, of Metchostn; Mr. Harry Wright, M.P.P., of Nelson, Mr. J. W. B.B. Blackman, of New Westminster, and others.

[Figurantes News News of the Communication of the Co

ementary Notes on the Constr tion of Country Roads" was the titl of a paper read at the afternoon session. This was followed by a general discussion after which the followin supplementary questions were submitted for open discussion.

1. Building cribs on loose gravel bar cribs on loose gravel bars

diverting streams.

Use of oil on roads.

2. Use of oil on roads.

3. Regulation of automobile speed.

4. Road building through swamps.

5. Side hill roads.

6. Preservation of wooden bridges.

7. Char process for burning stump.

8. Use of concrete culverts instead wood. alout 45,000 gross tons.

The Tacoma Maru, Capt. Yamamoto, of the Osaka Shosen kaisha, reached tha outer wharf at noon from Hongkong and the usual ports of call after a fast and smooth passage from Yokohama, which port she left on February 7th. The steamer brought 3,280 tons of general cargo, of which 200 tons was discharged here. The freight included 400 bales of raw silk worth about \$200,000. Thirteen passengers left the steamer 9. Co-operation with the forest de-

At \$ o'clock an adjournment was taken to permit of the delegates tak ing advantage of the opportunity to partake of tea, an invitation to do a aving been very kindly issued by dies of the Alexandra club. On assembling, the proceedings of the at ternoon were brought to a close by th reading of a paper on "Highway Struc-tures" by Mt E. Mohun, C. E.

Old Party Organizations Amalgamate on Satisfactory Terms-Liberals Discom fitted by Turn of Events'

PRINCE RUPERT, B.C., Feb. 20 .-- A result of the amicable negotiation carried on between the old Conservative association here and the progressives, who have been divided for some months an amalgamation satisfactory to the majority of both sides has taken place. The old executives has been increased by the addition to it of members from the progressives.

In the negotiations T. Wadman, obsanizer for the British Columbia executive, has had a very important part and has been assisted by the members of both wings of the party, who showed themselves anxious to serve the best interests of the Conservative party.

Doble, Mr. and Mrs. W. P. Gauvain, Mr. H. R. Hogs, Mr. W. Jameson, Mr. D. C. Jeffery, Mr. and Mrs. E. H. Johnson, Mrs. K. Keast, Mtss B. Keast, Mr. F. Keeling, Mr. and Mrs. J. F. Kelran, Dr. themselves antious to serve the best in-terests of the Conservative party.

Some Liberals are much discomfitted at the happy solution as it destroys all chances they could ever hope to have to win an election here should it be called. The efforts of these Liberals were being devoted to fostering trouble but without success. Miss G. Mercer, Mrs. J. H. B. McLeod Miss F. H. McLeod, Mr. E. W. Naftzger Seymour, Mr. and Mrs. C. E. Smith, Pro-fessor C. H. Suesmulch, Mr. N. Walkins, Miss F. B. Williams, Mr. C. H. Williams allpox in Pagadena

SACRAMENTO. Feb. 18.—Smallpox has made its appearance in Pasadena, according to a report received by Dr. Wm. F. Show, secretary of the state

Black, the Pasadena health officer.

Gams In Old Musket PARIS. Feb. 20.—A wonderful to of turquoises was made yesterday, the purchaser of an old Arab musker how well the musket would look on the wall of his study, the amateur collector bought it, and placed it on a table to be wrapped up. An old cork plustes the end of the barrel, and the purchase idly pulled it out. A shower of precious stones poured from the rust, muzile 248 turquoises of splendid color being picked up. The owner of the musker prepared to pocket the treasure, but the antiquary raised violent protests, and a magistrate has been asked to decide whose the jewels are. ose the jewels are.

American Consul Drowned CEIBA, HONDURAS, Peb. 26— body of George F. Davis, Ameri consul, who lost his life Tuesday w bathing in the Cangregal river, was in terred yesterday afternoon in the loca cemetery. The entire American colon and several prominent Honduras mer chants attended.

Burnaby's council in the midst of it utilitarian activities, displays a strong leaning towards the aesthetic, as witness, the appropriation of \$2,500 and the engagement of a competent landscape gardener to lay out the arounds surrounding the new town hall.

In connection with the case of the late William Snedden of Nanaimo, a coronar's jury has recommended that lights be placed at both ends of trains when shunting.

houses in this city at noon today. The damage is estimated at \$1,250,000. The Japanese Trading company is the largwhen shunting.

R. C. Hodgeon has been re-elpresident of the South Vancouver is the national ensign and the union jack in use by the navy to show the addi-

of Trade.

Okada, a dapanese, has been given all months' imprisonment without the option of fine, at Vancouver, for having soft three bottles of beer to Seymou Janiels, an Indian, who was drowned.

The Trades and Labor Council a New Westminster is advocating the establishment of a civil coal depot in that thement from public life of Sir Edward Dalton Shes, for 25 years president of the legislative council, and for 57 years member of the upper house. Sir Edward is in his 92nd year. He is a city.
Conductor Alliott of the C. P. B. na.
rowly escaped death last week her
Savona. He was standing on the top

a box car when he lost his balance

ched downward between the

at one time premier of Newfou Fortunately he struck a hand rail which served to throw his body clear of the MONTREAL, Feb. 20.—The debt of Montreal is the heaviest on the

tinent, being \$113.76 for every man woman and child, according to reports sent to the board of control today.

BERLIN, Feb. 20 .- Prof. Albert Hartel, the noted painter of landscapes and still life, died here today in his 69th France's State Railroads Six Deep Sea Liners at the

Ocean Docks Yesterday-

six deep-sea liners had an aggregate of about 45,000 gross tons.

Thirteen passengers left the steame here, seven Chinese and six Japanese

and there were 28 passengers for Ta

The Titan, Capt. Evans, of the Blu

The Titan. Capt. Evans, of the Blue Funnel line, arrived from Tacoma soon after daylight, and after loading further shipments of general cargo here in addition to the big shipments of whale dl, lumber and general merchandise taken here on her last visit the big Hott liner started her long voyage to Liverpool via Yokonama and the usual pofts of call. The Titan took out about Ti. 000 tons of freight.

of tan. The Print took out about 1, 000 tons of freight.

The Protesilaus, Capt. Campbell, arrived about daylight, returning from Tacoma to discharge about 2,200 tons of general merchandise, including everything from cases of whiskey to crates

of machinery. The steamer will remain here for the next two days unloading the has about \$,000 tons for Vancouver

whither the versel will be headed whe she has completed discharging here.

Nearly two hundred passengers lined the rails of the R. M. S. Marams, Capt. Morrisby, of the Canadian-Australian line when she sailed for Australia from

the outer wharf, and there was 1,800

the outer wharf, and there was 1,800 tons of cargo in the holds. The passengers included a number of British Columbians bound to Honolula and the Antipodes on holiday trips. There were 50 passengers in the saloon and 75 in the second class. The list of saloon trevellers follows: Miss M. Beire, Miss M. Bei

L. L. Berry, Mr. Bundock, Mrs. Bundock, Dr. and Mrs. W. Chick, Miss L. Conner Dr. and Mrs. H.-B. Devine, Mrs. S. J.

A Langley, Dr. and Mrs. J. M. Lovitt

Pendray, Mr. and Mrs. . Rose, Mr. C. R

Mexico. The freight consisted mostly of coal and lumber. The Beckenham was to have sailed a few days ago, but was delayed loading coal at Union Bay as a result of the recent flood there. The cargo of the vessel totalled abour 5,000

The steamer Umatilla, Capt. Scobey, of the P. C. S. S. Co., which sleft the outer whatf for San Francisco yester-

day morning took about 150 passengers, and was well laden. The City of Puebla of this line is due today from the Col-

den Gate, and has 580 tons of general

Socialist Party

NANAIMO, Feb. 20 .- The Nanaimo

cal Socialist party has joined the Social Democratic party of Canada, also the

Chase River Finnish, Ladysmith, Vic-

Chase River and Nanaimo locals are to

to be held in the Finnish hall, Chas

Much Cotton Burned

BOMBAY, Feb. 29 .- Thirty thous

bales of cotton were destroyed by fir which started in one of the big warf

WASHINGTON, D.C., Feb. 20 .- An of

ficial order for changing the stars of

has been issued to the navy department. The change, effective July 1, has been approved by President Taft.

Sir Edward Shoa Betires

MONTREAL, Feb. 20.—A cablegram from St. John's, Nfd., announces the re-

brother of the late Sir Ambrose Shea,

lave a joint meeting on Sunday, Feb 25th, at 3 p. m. to consider the advis-ability of nominating a candidate for the forthcoming elections, the meeting

fleight for discharge ne e.

Mrs. Naftager, Mr. and Mrs. W

ema, including two Chinese.

Far East.

Tacoma Maru Arrives from

PARIS. Feb. 20.—The senate today oted an issue of four per cent, redeem able bonds to the amount of three hundred million francs (\$60,000,000, at par or the state railroads. The issue has been fixed for March 23.

Delayed by Iliness of Witness LOS ANGELES, Feb. 20 .- The illness

The outer wharves presented a bus of Mrs. J. P. Casey, a witness, prevent-ed the federal and the county grand scene yesterday, an indication of the growth of the shipping trade of this juries from continuing their dynamite investigations here today. Mrs. Casey formerly conducted a lodging house port. The Protesilaus, Capt. Campbell lay at one berth discharging, the Tital the same line completed her cargo for ald to have been much frequented by the Orient and Liverpool, opposite an the Tacoma Maru, from Hongkong and way ports, discharged at the other side union men, and the county and federal authorsties said today that she is in ossession of knowledge of the actions the wharf, while off the end of the doc and conferences of the union men. It is believed her testimony will throw light steamer Beckenham, of the Canadia Mexican line, lay preparing for her voy age to Mexico, and later in the afternoor tile big passenger liner Marama embark upon charges growing out of the Mc-Namara case. It is planned to have he ei passengers, and loaded freight for the Antipodes. The Umatilla also sail-el from the outer wharf yesterday. The appear before both juries on Friday

## EIGHT KILLED

Tornado Works Havoo in Outskirts Shreveport, La.—About Pifty People Are Injured

SHREVEPORT, La., Feb. 20.-Eight persons are dead and about fifty injured as the result of a tornado which swept port ate today. The dead are negroe with the exception of the two months old baby of A. J. Manheim, whose home was demolished. In the city proper no

### RELEASED PRISONERS

(anaimo People Object to Letting Loos in Their City of Men Brought to Jail from Mainland

NANAIMO, Feb. 20 .- The fact that rovince to serve terms in the Nanaim jail are turned loose in this city upon completion of their terms was brought to the attention of the council less cil decided to petition the government to have all prisoners returned to the place of conviction upon their being reeased from the local jail. In his remarks on the subject Ald. Ferguson stated that since the provincial jail was opened in Nanaimo a year ago, prison-ers were brought from Vancouver, New Westminster and other cities to the lo-cal jail, and upon their release were set loose to prey upon the residents of this district. There was one case last week where within an hour after his release from the provincial jail a man entered the Newcastle House, stole a watch and theft and sentenced to six months' im-

AUGUSTA, Ga., Feb. 19.—Because lid not give the aeroplane he was driv ing the proper lateral pitch in landing at the army aviation camp late this afternoon, Lieut, Kennedy was caught under the machine when it turned turtle, and two of his ribs were broken Freight Handlers Looked Out

WINNIPEG, Feb. 19 .- All C. P. P. freight handlers connected with a new union were locked out by the company tonight. There are not more than affected. They will demand the

# SOUTH RENFREW

Miss F. B. Williams, Mr. C. H. Williams and Mr. A. A. Wright,

The steamer Beckenbam, Capt. Gow, of the Canadian-Mexican line, was deeply loaded when she left the outer wharf Sir Wilfrid Laurier Takes Part in Bye-

EGANVILLE, Feb. 20 .- Sir Wilfrid Laurier, vesterday, the first time threw the weight of his personal influence into the campaign now on its ast lap for the election of Hon, George P. Graham in South Renfrew, At Eganville in the afternoon, and at Arnprior in the even ing Sir Wilfrid addressed meetings. At Eganville two meetings were held, attended by over 10,000 people at each. At both meetings the ex-premier spoke and was assisted by Hon. M ssrs. Graham and W. L. Mackenzie King, E. B. Devlin, M. P., of Ottawa, T. A. Low, ex-M. P., and Dr. B. M. Connelly, of Ren-

Conservatives of South Renfrew demanded Hon. George P. Graham's election was the flominant note Sir Wilfrid's appeal to the electors. He also referred to several of the transportation problems now before the house, promising his special support of legislation for the Gorgian Ray consil

Rev. Dr. Peter Wright, after fift; years of active ministry, has resigned the pasteral charge of the Kitsilano Presbyterian church at Vancouver. The charge against Levi Wilson, at

rested at Vancouver in connection with the death of Angelo Delivera, will be ed to manslaughter, if not abandoned altogether. Fireman Moore of Ehelt, was killed

and engineer Bullock injured by jumping from their locomotive when their R. ore train was derailed by run ning into a rock-slide near Grand Forks on Tuesday last.
While playing with his children

few days ago, Sam McMahon, a well known resident of Revelstoke, fell and broke his right leg in two places, Gee Fong has arrived at Vancouve from Ensenada, Mexica, billed throug by express as ordinary express matter in order to circumvent the head tax. A new \$700.000 opera house is promised for Vancouver as the joint prise of Messrs. John Cort and E P

Ricketts.

The North Vancouver Conservative Association has chosen as its president for the current year, Mr. S. D. Schultz, formerly of Victoria, and a former member of the "Colonist" staff, His associate officers are W. C. Gladwin and A. T. Kennedy, vice-presidents: A. J. Tyson, treasurer; M. S. McDowell, financial secretary, and George S. Shen nancial secretary; and George S. Shep-

# PREMIER SEEKS TO AVERT STRIKE

Requests That Representatives of Coal Operators and Miners Meet Members of Government for Conference

LONDON Feb. 20.-The government ntervened tonight in the coal dispute which threatens to cause a stoppage of work in mines throughout the United Kingdom, involving not less than 800,-000 miners. After the subject had been discussed at a cabinet meeting, Premier Asquith addressed a letter to representatives of the coal operators and miners, requesting them to meet him and some of his colleagues at the foreign office on Thursday in an endeavor to arrange a basis of settlement. He added that the industrial council had advised holding a meeting.

The Premier said that the government hopes a means will be found by direct negotiations between the parties conferred to avert the disaster of a national stoppage, but the prospects that this would be accomplished before the miners' notices of cessation of work expire on March 14 are so small that the government felt compelled to intervene,

"There is no need for me to enlarge upon the serious consequences, both to the industries of the country and to all classes of coal consumers that would inevitably follow an extensive stoppage of the coal trade," the Premier adds. "If prolonged it would involve a general stoppage of industry, and His Majesty's government feel that they could not allow such a calamity to ensue without making every endeavor to aid in preventing it."

As a result of the intervention, the ituation is more hopeful tonight, although the prospect is none too promsing.

## TRAINMEN KILLED

Collision in Hoosac Tunnel Costs Pour Lives and Promises to Block Trame for Some Time

NORTH ADAMS, Mass., Feb. 20 .-Four trainmen are dead and the oosac tunnel is blocked so effectively that it may be several days before the tracks are cleared, as the result of a ear-end collision between a freight train and a Boston-bound express on the Boston and Maine railroad late to-

The passenger train was not damaged seriously, with the exception of the electric engine which was drawing it, but several cars of the freight were demolished and the wreckage took fire. The heat in the portals was so great that portions of the tunnel roof cracked off and fell to the tracks.

# To Encourage Shipbuilding

NEW YORK, Feb. 20 .- Lewis Nixon. the New York shipbuilder, appeared today before the committee on merchant marine and fisheries ,and opposed bills that would admit free to registry foreign built ships owned by American citizens. "Such legislation," Mr. Nixon said, "would be hurtful to the American shipbuilding industry, uness other legislation was adopted to offset the disadvantages to American builders." Mr. Nixon urged a return to discriminatory duties in favor of American vessels and a tonnege rate

# May Go to Manking

LONDON. Feb. 20 .- Yuan Shi Ka may be induced to yield to the co mand of the Nanking revolutionists that he proceed to that city, according to a Tien Tsin dispatch received here yesterday. Yuan, it seems, has proposed that a conference be held in Tien Tsin to arrange the preliminaries for the future government of China, and if these negotiations are satisfactory he says hme is willing to proceed to Nanking to take up the work of the new

Democratic Tariff Revision WASHINGTON, Feb. 20 .- The Demo ratic chemical tariff revision bill was agreed to without change in the house tonight, when the committee of the whole concluded work on the measure. No final vote was taken, but the bill amendments were put into the bill.

# Missouri Democrats

JOPLIN, Mo., Feb. 20 .- After an allafternoon fight on the floor of the cor vention caused by the effort of David A. Ball, of Bowling Green, candidate for the gubernatorial nomination, to oppose the convention slate agreed upo by party leaders, the Democratic state convention elected eight delegates to the Baltimore convention.

# Ottawa and Hull

OTTAWA, Feb. 20.—Replying to a delegation which waited upon the gov-ernment yesterday and asked for the creation of a federal district, taking in Ottawa and Hull, to be governed by a commission, Premier Borden said that he was much interested in the propo-sition. He asked the deputation, however, to furnish the government more definite details in regard to their

# Chinese Leaving Neutral Zone

LONDON, Feb. 20 .- In deference to apan's formal protest says a Tokio despatch to the Times the Chinese forces both insurgent and regular, are withdrawing from the neutral zone in southern Manchuria.

### Clause Struck Out QUEBEC, Feb. 19 .- The legislature

this afternoon struck out the clause in the act for the protection of women and children which would have empowered the local society to take possession of the wages of a father who habitually neglected his family. Govern pani

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new fast England. The pr correspo English c such Can adian Pac Trunk Pa The ne ably from one-half The int

six ships service is An impo ers to wi extent to armed car the intent ships cont and other their abili also for interpretation also f take the with the quarters o Sir Thomas tawa today with mem Canadian WILL (

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LLED l Costs Four ck Traffic

Feb. 20.and the so effectively vs before the result of a a freight oad late to-

not damaged on of the drawing it, ght were detook fire. was so great tunnel roof e tracks.

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HAST SERVICE FOR ATLANTIC

Government and Big Companies Negotiate Formation of Strong Organization to do the Work

Friday, February 23, 1912

OTTAWA, Feb. 19.-Negotiations now in progress between the government and certain Canadian and English transportation companies operating trans-Atlantic steamship lines will result, if successful, in the establishment of a new fast service between Canada and

The proposal, as outlined to your correspondent, involves the formation of a new steamship company, in which English capital will be heavily interested, and which will also be backed by such Canadian companies as the Can adian Pacific, Canadian Northern, Grand Trunk Pacific and the Allans.

The new company would put into commission on the Atlantic route, probably from Halifax, steamships baving a speed capacity of 24 knots and shortening the Atlantic voyage to four and

one-half days.

The intention is said to be to have six ships of this class by the time the service is in full operation. An important feature of the new ser

vice will be the equipping of steamers to withstand attacks at sea. The extent to which the vessels will be armed cannot now be ascertained, but the intention is said to be to have the ships convertible under such structural ships convertible under such structural and other conditions as will ensure their ability for their own defence and also for the defence. also for the defence of unprotected imps during possible raids on trade routes in time of war. The government's interest in the new service will take the form of an annual subsidy.

The steamship subsidy in connection with the route now reaches some three On Recommendation of Finment's interest in the new service will quarters of a million.

Sir Thomas Shaughnessy was in Ottawa today and is said to have discussed with members of the government the Canadian Pacific's interest in the new

## WILL COMMENCE CONSTRUCTION OF ROAD

New Owners of B. C. and Alaska Rail way Charter Announce They Will Begin Work in the Spring

Although it had been suggested, and was generally believed to be the fact, that the British Columbia & Alaska Railway Company, falling to secure the time extension and approval of route changes asked of the legislature this session would abandon their charter of 1910, that such is very far from the intention is stated with emphasis by the new officers of the corporation in

The original promoter of this company at the time the charter was secured, and its president up to a few months ago, was Mr. Jean Wolkenstein, a Wall Street stock broker, who has visited Victoria in connection with the project on several occasions. He recently disposed of his interests and also of the interest of the Wall Street group associated with him, to Messrs. E. C. Harris of New York, George A. Kyle of Portland, and former-mayor Ralph Smalles of Greenwood, now a member of the railway contracting firm of L. M. Rice & Company of Seattle, which firm is at present engaged in the building of the Kerrie River Valley

By the terms of the charter the company has until autuam of the present year in which to expend ten percent of its capitalization, and instead of abandoning the special charter under which it is now authorized to operate, Messrs.

Survivors Landed at Liverpool by Brit
ish Steamer Cuban Tell of Dis
over \$4,500.

OAK BAY PASSES Harris and Smalles announce that they will begin work in the spring and qualify for the retention of the charter by the construction expenditure de-manded. Operations will probably be inaugurated before the close of March, forces being put on both at Vancouve and at Fort George, the terminal city or Lytton being alternative western terminii according to the terms of the charter, and Fort George the northern

and eastern terminal. The line was originally designed to proceed northwesterly from George to an ultimate seaboard terminal on the Alaskan Pacific coast. By a revision of the company's plans, however, the projected line beyond Fort George has been swung to the right-about—to seek a connection at the Albertan boundary and develop coal, mineral and timber territory in

Northern Cariboo. The company is now seeking federal authority for the construction of this road as one for the general advantage of Canada, and it is assured, according to the statements of its officers, the

allowance of its application at Ottawa Mr. Harris, the new president of the company, is a railway man of practical experience, having been for some time assistant chief engineer of the well known Chicago, Milwaukee and St. Paul, and later having served as general manager of the Santa Fe.

With the American promoters of the ew line it is understood that well known British Columbia capitalists of his city and Vancouver have recently identified themselves, announcing a fixed intention to carry to completion the ambitious undertaking.

# BRIDGE BUILDING

Trinity Valley Structure to Be Completed in One Month—Trans-Root-enay Connection

Grant & Folkard, who have the contract for construction of the new Trinity Valley bridge under the supervision of F. H. Barnes, are now at work on the last span of that structure, and it is promised that the work will be completed in about one month. Road Foreman Baxter is credited with having done an excellent piece of road build-

ing on the short connection between the Mable lake read and the bridge site, and as soon as weather conditions are favorable he will be commissioned by the government to restore and improve the road from this bridge into Trinity Val-

Incidental to other provincial bridge natters, a resolution adopted at the annual general meeting of the Fairview Conservative association has just come to hand, in which the provincial department of public works is urged to erect the bridge over the Kootenay river at Nelson, as earnestly desired by residents of that city, and to complete the road between Nelson and Ymir this wear. This association has just elected as its new officers Messrs. A. S. Horswill, president; W. H. Brown, vice-president; Alfred Jeffs, secretary, and A. Currin,

## IMMIGRATION CONGRESS

Mr. W. H. Hayward Leaves for Tac as Representative of Provincial Government

Mr. W. H. Hayward, M.P.P., deputy peaker of the local legislature, goes to Tacoma today as special representative of the government and parliament of this province to the Pacific Northwest Immigration Congress, to be held in the Sound City of Destiny tomorrow and Thursday. The gathering promises to be an exceptionally notable one cele-brities being expected from every state on the Pacific slope and the array of speakers a brilliant one. As Premier McBride cannot possibly be present owing to the sessional activities being at their height-Mr. Hayward will be his representative. He will speak on Thursday on the immigration policy of British Columbia.

# WAGE SCALE UP

ance Committee Increased Minimum is Passed—Mr. Orton's Case

By the adoption of the report of the finance committee of the city council last night the minimum wage of \$3 per day is recognized as the standard. This condition has long been striven for by the labor organizations operating in the city particularly by the Lisborers' Prosective Union; and it is significant that at practically the first time of asking the request should be granted by the newly-elected council. In the same report, it was recommended that the question of Mr. Orton's resignation from the engineering department, which was dealt with by the previous council, should not be reopened. The report was subpred in its entirety. The recommendations follow seriating.

contrasty. The recommendations follow seriatin:

That the question of a grant of \$500 to the Inner Harbor Association be held over until the estimates and surther inquiries are made.

That the matter, of Mr. H. P. Outon's resignation from the city engineer's office was dealt with by last year's council and that the committee does not feel warranted in requening the matter, especially as the engaging of help in the engineering deparkment is by bylaw voter in the hands of the city engineer.

That we cannot see our way clear to recommend a sum to the Victoria Kennet club, as it will establish a precedent whereby the city could not refuse requests of similar nature.

by the city could not refuse requests or similar nature.

We recommend that all able bodied men on construction, also maintenance gangs be paid a minimum wage of firee dollars (\$2,40) per day. Rock artilers \$3.25 per day, deep sewer men \$3.25 per day below six feet, blacksmiths the standard rate of wage, foremen on sewers and surface drains, \$4 per day, to take effect March 1st. That the fee of the Union B. C. Municipalities annually to be \$75.00 hadd

# TEN LOST WITH ... BRITISH SHIP ERNE

LIVERPOOL, Feb. 19.-The British steamer Cuban, which arrived here to-night from New Orleans, brought into port nine of the crew of the British ship Erne, which was wrecked in a heavy storm. The Erne was bound from Bos-

ton February 1 for Buenos Ayres,
The Cuban passed-her on February 3
in latitude 40 north, longitude 50 west, and reached eight of the crew, who had managed to keep themselves alive. Six of the crew were drowned, while

the master of the Erne, Capt. Fickett, his wife, the second mate and a passenger are missing. Only the cargo was keeping the wreck afloat. The survivors tell a terrible story of a hurricane on February 3, which car-ried away the ship's deck cargo and rig-

The gale raged until February 5. when Capt. Fickett's wife was badly injured by a heavy sea, which swept aboard. Later in the day the crew found that the captain and his wife, the second officer and a passenger were missing, apparently having left the ship in the only lifeboat that had not been car-

For three days the crew had neithe food nor water. Some of the men became deranged by their sufferings and jumped into the sea. The others hud-dled in the forecastle or lashed themselves to the rigging. The Cuban sighted the wrecked vessel on the morning of February 8. With much difficulty beat was run alongside and the nine su

vivors were taken to the steamer.

The officers of the Cuban are of the opinion that it was impossible for the lifeboat of the Erne to remain long affect in the mountain-high seas.

MEXICO CITY, Feb. 19 .- A battle, in which more men are engaged than in any conflict since the Zapata revolt began, was being fought near Cuernas faca, when last reports were received from there at noon today. Early this morning General Robies opened an attack on the Zapatistas entrenched in and about Santa Maria. He used artillery freely, and at last reports had driven from the town and two other positions they had tried to defend. No estimate of casualties is giver

Walter Hayes is Found Guilty on Charge of Conspiracy to Defraud and Sent to Penitentiary

VANCOUVER, B. C., Feb. 19.-After a trial covering, with adjournment over a week, Walter Hayes, financial broker, was sentenced to three years in the penitentiary by Judge McInnes this afternoon on a charge of conspiring to falsify invoices.

Hayes had been connected with people prominent in the business life of both Canada and Great Britain, he of both Canada and Great Britain, he had dined with millionaire financiers in their country houses in England and Scotland. A few months ago he was the Vancouver agent for commercial enterprises which spelled an income to his firm of over \$1,500 a month. Tomorrow morning he will awaken in the penitentiary in New Westminster, a ruined man. In his examination of Hayes, Mr. McKay asked for the explanation of two letters written in New York, while the accused was on his way to the old country during last September, and which, coupled with the other evidence adduced by the crown, were damaging evidence against the prisoner. Hayes failed to explain them satisfactorily.

Mr. Robinson, in reviewing the case

them satisfactorily.

Mr. Robinson, in reviewing the case for the accused, said that Hayes was undoubtedly a poor business man, as had been shown by the fact that he had gone into the life insurance business after having been engaged in purely commercial business. In establishing himself as a manufacturers' agent in Vancouver he had naturally agent in Vancouver he had naturally cast about for a good accountant who would manage his office for him Pinner, who had been taken into partnership with him, had been the real head of the firm.

His client had built up such business connections as to indicate the calibre and character of the man. It was true he had agreed to give secret commis-sions to Morden, after the latter had secured an appointment with Messrs. Champion and White, but it was only natural that Hayes should desire to

natural that Hayes should desire to keep such a good customer.

Mr. Robinson contended that Hayes was simply a tool in the hands of others. He had-occupied himself entirely with seeing customers and looking after correspondence, and had taken ne part in the business management of his firm.

"The man who should be agreeted in

"The man who should be arrested is not at the prisoner's bar," cried Mr. Robinson. "Where are the men who got the money? Where is Morden? I do not think that the crown has brought the crime home to Hayes perisonally. There is no evidence, that Morden and Hayes ever conspired together. Waiter Hayes may have been unbusinesslike. But that was his own lookout, and he has already lost the best of his agencies." The man who should be arrested is

Mr. McKay admitted that the crown Mr. McKay admitted that the crown had no chance of succeeding on the theft charge, but he thought the charge of conspiring to defraud had been brought home concusively. The accused had admitted that he had given secret commissions to Morden. This, he thought, might be even as criminally colpable in itself. It had been shown that Hayes had sent a politic cused had admitted that he had given secret commissions to Morden. This, he thought, might be even as criminally colpable in itself. It had been shown that Hayes had sent a polite note introducing Morden to Mr. Pennington of Champion and White. The chain of evidence the crown had forged showed that the two had compired together to defrand the light of the constant of the railway compared to the constant of the

# OAK BAY PASSES THE SEWER BYLAW

Sewas Loan Measure Also Goes Through
—Bepair's Committee's Becommendations Adopted

The Oak Bay council at a meeting yesterday, passed the sewer rental and sewer construction tax bylaw and also the sewer loan bylaw to authorize the raising of \$275.000, this datter will be advertised and placed before the rate-payers at the earliest possible moment. The report of the special repairs committee was confirmed, containing the following recommendations: 1, That a general superintendent of all work be appointed; 2, that all main trunk roads. be put in good order; 2, that no big ex-penditure be made on the side roads until the sewers and water mains be-laid; 4, that the B. C. Electric Railway company be requested to remove the whole of their track to the centre of Oak Bay ave; this will enable the road of the avenue to be completed and put in good repair down to the Oak Bay, to purchase a steam wegon and trailer to facilitate the hauling of road material.

Another special meeting of the council will be held shortly to consider the water rontage bylaw and also the water loan bylaw which will enable the work of laying water mains to be completed

# CANADIAN NORTHERN PACIFIC PLANS

Report in Vancouver Paper About West Coast of Vancouver Island Line Is Semi-Officially Denied

Members of the engineering staff of the Osnadian Northern Pacific give semi-official denial to a report pub-lished in the Vancouver newspapers during the just past week, to the effect that the west coast of Vancouver isl-and, north of Alberni, has been proven by reconnaissance too ragged to admit by reconnaissance too ragged to admit of the feasability of continuing the C. N. P. from Barkley sound to the northern end of the island by any other than an east coast rouse.

that from the known, mountainous nature of the West Coast scaboard line, and its very many and deep indentations, the mainland paper men have been doing some guessing on the basis of general probabilities. At all events the examination of the West Coast country by the men of the Canadian Northern surveys brigade is not as yet by any means concluded.

The Vancouver "Province" ist was which one day last week printed a story to the effect that sine West Coast had been found upon C. N. P. examination to be, like Nevada candidate for English "best Society"—quite impossible! The Vancouver paper added:

The Vancouver paper added:

"Word has reached here that survey parties of the Canadian Northern have made a preliminary survey across the Island from Alberni and are now at work in the vicinity of Union Bay on the east coast. The grade secured is said to be good. If this route is adopted, as seems likely, the line will extend northwest from Comox to the upper, and of the Island with Quatsino sound as the probable objective.

"One advantage of shondaring the

"One advantage of abandoning the West Coast route will be that it will tap the coal and stimber holdings of the large interests controlled by Sir William Mackenzie and Sir Donald Mann, as well as many sections of good agricultural land. The survey parties will remain in the field all winter on whe section between Alberni and Comox and in the spring will probably be occupied in exploring for a route from Comox northward in a district already thoroughly explored by engineering parties of the Canadian Pacific Rail-way." "One advantage of abandoning the

# COUNCIL'S WISHES

Swift Canadian Firm Submits Another Blue Print on the Spur Track Question-Accepted 11177

After turning down two previous apications by the Swift Canadian compincations by the Swift Canadian com-pany for permission to construct a spur track on Store and Telegraph streets the city council of Victoria last night granted the company the desired right after being assured in a letter from the company that the spur track grade on Telegraph street had been raised to 3 1-2 per cent from 2 per cent, and the fill on the lower side of Telegraph street reduced from 18 inches to 9 inches. The inatter has engaged the attention of the council for some time past and it was a matter of gratification hast night to the mayor and council that they were able to gratification hast night to the mayor and council that they were able to gratification in accordance with their own views of the situation and its requirements. While formally granting permission for the work the council agreed to refer the matter to the city solicitor and Ald. Stewart, chairman of the streets committee, to prepare an agreement to be submitted to a subsequent meeting of the council. The letter of the company, which follows, was accompanied by the necessary blue print containing the elterations:

Gentlemen:—Referring to our application for spur track on Store and Telegraph streets now before your honorable body, we wish to submit an amended blue-print showing spur track crossing Telegraph. fill on the lower side of Telegraph

taining the consent of the railway company to operate this spur track on this grade. This makes the fill mecessary in the centre of the street 5 inches and the fill on the lower side of the street 9 inches instead of 10 inches in the centre of the street and 18 inches on centre of the street and 18 inches on the lower side of the street as shown in our blue-print submitted February 1th. As we have stated before our plant when completed if this side track privilege is granted, will represent a total expenditure of approximately \$100,000 and will employ from twenty to thirty men. There has been no objection. offered by any property holder upon this street with the exception of yourselves and now that we have succeeded in re-ducing this fill to 9 inches would respectfully ask that you give us a favorable reply.

# CANADIAN TEAM WINS AT SAN MATEO

SAN MATEO, Cal., Feb. 19 .- The Canadian polo team defeated the English team in the second round of play for the William H. Crocker cup, by a score of 5% to 3. The English team played with a handicap allowance of four goals, and lost one goal on Besley's foul and safeties by Lords Tweed-mouth and Gower. The English team played a good defensive game, but never threatened the Canadian goal.

The lineup was as follows: Canada—1, W. J. Snowden; 2, A. P. Noton; 7, Addison Hone; back, Major G. Ross, captain.

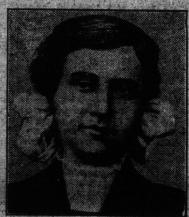
English—I. Captain J. C. Besley: 2, Lord Gower: 3, Lord Herbert; back, Lord Tweedmouth, captain. The Canadians will play the Slashers, the first San Mateo team, on Saturday The Slashers will play the English team tomorrow in the finals for the Eugene DeSabla cup.

Smallpox Baging in Quebec MONTREAL, Feb. 19.—Black smallpox and hemorrhagic smallpox have broken out in the province. An epidemic of mild cases which was allowed to take its own course practically has been fol-lowed by the virulent disease, which swept the province 20 years ago, causing six thousand deaths in Montreal alone in one year. The outbreak is at present confined to the Quebec district. than an east coast route.

The herring are now running in large
It is probable, say the railway men, shoals in Nanaimo harbor.

# SAVED FROM THE SURGEON'S KNIFE

Truit-a-tives Cured Appendicates
NEWBURGH. Ont., seb. 12th. 1916
"Just about a year ago, our daughter
Edla (fourteen years) was taken with
terrible pains in the right side. We at
more put her under the care of a firstclass doctor, who pronounced it a case
of Appendicitis and advised an operation. We took her to a hospital in Kingston where she was again immediately
examined by an iminent specialist. He
said she had Appendicitis and must be
operated on at once, if we wanted to operated on at once, if we wanted to



"Luckily for us and for her, an uncle came in with some 'Fruit-a-tives' and insisted on Ella taking them. Good insisted on Ella taking them. Good results were apparent almost from the first dose, and the treatment cured her. Fruit-a-tives' saved our daughter from the surgeon's knife and today she is enjoying the best of health."

J. W. FOX, (Father)

LILIAN FOX, (Mother)

"Fruit-a-tives" is the only medicine

"Fruit-a-tives" is the only medicine in the world that will positively cure Constipation—the cause of Apendicitis. 50c. a box. 6 for \$2.50, or trial size, 25c. At all dealers or sent on receipt of price by Fruit-a-fives. Limited, Ottawa.

# FELLED FIRST REDWOOD

William Carson, Millionaire Lumb and Fioneer of Humboldt County, Dead

EUREKA, Cal., Feb. 19.-William Carson, the multi-millionaire lumber-man who came to Humboldt county in 1852, and felled the first redwood ever cut for lumber, died at his frome here today, aged 87. Death was caused by

diseases incident to old age.

Carson leaves a fortune variously estimated at from fifteen to forty mil-

He was born in New Brunswick, leaves a son, William Carson, ir., and a daughter, Mrs. R. J. Tyson, in San Francisco, and two sons, J. Milton Car-son and Summer Carson, here.

Chinese Cabinet Alarmed Over Reports of Operations in Mukden District—Japanese are Suspected

LONDON, Feb. 19.-The Chinese cabnet is alarmed by reports of a serious uprising which is threatened in the district around Mukden, Manchuria, according to a Peking dispatch to the Daily

there are further reports that the Jap-anese in Manchuria, contending that China is now without a government, are secretly despatching Japanese troops in plain clothes to assist the bands to occupy and fortify Tieh Ling, north of Mukden.

Offered Generalship WINNIPEG, Feb. 19.—A cable message was received today from Premier Sun Yat Sen, of the new republic of

China, by George Lee Chong, of this city, calling him home to accept an office in the general staff of the republican army with the title of general.

Chong during the recent rebellion in his native country raised \$10,000 amoing the Chinese population of Western Can-ade to assist the revolutionary cause. He is a leading worker in the Method-ist church here, and speaks English

Corrig College Select High-Class BOARDING Coilege for BOYS of \$ to 15 years. Refinements of well-appointed Geneleman's home in lovely BEACON HILL PARK, Number limited. Outdoor sports. Prepared for Business Life or Professional or University Examinations. Fees inclusive and strictly moderate. L. D. Phone, Victoria 143. Autumn term. Sept. 1st. Principal, J. W. CEUSOE, E. A.

COLLEGIATE SCHOOLS FOR BOY

The Laurels, Rockland eve, Victoria, B.C. Headmaster, A. B. Muskett, Esq., assisted by J. L. Moilliet, Esq., B.A. Oxford. Three and a half acres exfensive recreation grounds, symmasium, cadet corps. Kmas term commences september 12th. Apply Headmaster.

LAND NOTICES

Three.

Take notice that Vincent Clayton of Bella Coole, occupation storekeeper, intends to apply for permission to purchase the following described lands:

Commencing at a post planted 10 chains west of the northwest corner of Lot 128, Bells Coole, thence south 20 chain, thence west 86 chains, thence north 12 chains, more or less to south boundary of Lot 3, thence east 56 chains more or less to south-

east corner of Lot 5, thence north 16 chains more or less to the southwest corner of Lot 2, thence east 30 chains more or less along south boundary of Lot 2, to point of commencement.

VINCENT CLAYTON,

December 18th, 1811.

Sayward Land District—District of Sayward Sayward Land District—District of Sayward
Take notice that 30 days after date, I,
Herbert H, Pideock of Qusthiaski Cove, occupation, Gentleman, intends to apply for
permission to purchase the following described lands: Commencing at a post planted
on Beach of east coast of Vancouver Island,
Stralis of Georgia at Race Point, at northeast corner of lot 30, thence west 57 chains
and 65 links, thence north 5 chains and 75
links to beach, thence following shore line
to place of commencement, containing 30
acres, more or less.

HERBERT HERER PIDCOCK
Dated 5th February, 1912.

syward Land District—District of Sayward Sayward Land District—District of Sayward
Take notice that May Roper, or Toronto,
occupation Spinster, intends to apply for
permission to purchase the following described lands: Commencing at a post planted on the West By, of lot 131, Cortes Island, Sayward district, 16 chains south of
the north-west corner of. lot 131 and on
the south by of P. R. 3063; thence south
57 chairs more or less to the shore of Cortes Island; thence westerly along high water
mark to the east By, of lot 306; thence north
20 chains; thence west 25 chains; thence
south 2.80 chains, to the shore of Blind
Creek Harbor; thence north-westerly, along
high water mark to the east By, of section
10; thence north 53.14 chains, to the south
By, of P. R. 2847, thence east 57 chains
to point of commencement, containing 350
acres more or less.

MAY ROPER.

Dated 29th January, 1912.

Land District, District of Coast, Range III.

Take notice that Aleck Crichton, of Vancouver, B. C., occupation Surveyor, intends
to apply for parmission to purchase the following described lands:—

lowing described lands:

Commencing at a post planted at the E. corner and about 40 chains N. E. Kank Dow point, on the north side of North Bentick Arm, B. C., on shore line, and abou 60 chains, more or less, east of Timber leas 44,755, thence west, 40 chains, south shore line, 40 chains more or less; then in an easterly direction, following shore line to Kank Dow point, 40 chains; thence in northerly direction, following shore line to Kank Dow point, 40 chains; thence in post of commencement, containing 160 acre more or less.

ALECK CRICHTON, ALECK CRICHTON,

B. Fillip Jacobsen, Agen Dated, December 22nd, 1911. Land District, District of Coast, Range III.

Land District, District of Coast, Range III.

Take notice that Ioli Hylla Verschozle of Vancouver, occupation, married woman, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted at the N. W. corner of H. D. Brown's pre-emption on the south side of the Bella Coola Indian Reserve at Bella Coola, B. C., thence west 40 chains, thence south 40 chains, thence east 40 chains, thence north 40 chains, to point of commencement, containing 150 acres, more or less. of commencement, toutament of less, more or less, 10LL HYLLA VERSCHOZLE, 10LL HYLLA VERSCHOZLE, Agen

B. Fulip Jacobsen, Agent Dated, December 28rd, 1911.

Victoris Land District—District of Cowichan
Take notice that Martin Allerdale Grainger
of Victoria, B. C., occupation, Provincial
Civil Servant, intends to apply for permission
to purchase the following described lands:
Commencing at a post planted on the shore
of a small island near the entrance of Boot
Cove, Saturna Island, at the north-west corner of said island and following the shore
thereof to the point of commencement; being one acre, more or less.

MARTIN ALLERDALE GRAINGER.
Dated December 23rd, 1911.

Victoria Land District—District of Coast Range 3.

Take notice that Howard D. Brown, of Bella Coola, occupation, farmer, intends to apply for permission to pullowing described lands; Commencing at a post planted 10 chains north of S. Clayton's Prem. Claim, 326 on the Indian R. S. corner, thence west, 40 chains, south 40 chains, cast 40 chains north 40 chains, to point of commencement. Howard D. Brown Dates, December 15, 1813.

Victoria Land District—District of Com-Victoria Land. District —District of Cowiehan Take notice that Edward George Wolfd Winstanley, of Vancouver, B. C., occupation rancher, intends to apply for permission to purchase the following described: lands; Commencing at a post planted on the south-east corner of a smail island adjoining Samuel Island, generally known as Lizard Island, and on the shore thereof and following said shore to the point of commencement, being four acres more or less. EDWARD GEORGE WOLFE WINSTANLEY Date, January 2nd, 1912.

Renfrew Land District—District of Victoria
Take notice that I, Harry Rudge, of Victorias, occupation Hotel-keeper, intends to apply for permission to purchase the following described lands: Commencing at the north-east corner of tot 277, thence west 80 chains, thence north 60 chains, thence east 40 chains, to E. and N. boundary line, thence south-easterly along E. and N. boundary line to a point where the fatitude equals 50 chains south, thence south 10 chains more or less to point of commencement, and containing 380 acres, more or less.

HARRY RUDGE.

F. H. Sager, Agent.
Dated, December 18th, 1911.

Hange III.

Take notice that Guy McMillan, of Vancouver, B. C., occupation Cruiser, intends to apply for permission to purchase the following described lands: Commencing at a post planted at north-west corner of Timber limit. No. 1082, Kwatna Arm. thence south, 80 chains, thence west 20 chains, more or less to shore, thence north 80 chains thence west 20 chains. The continuous shore to mouth of the Kevatna river, thence east, 20 chains, more or less, along Kevatna river to point of commencement.

Dated, January 11th, 1912.

Renfrew Land District Renfrew Land District

Take notice that I, Janet Kippen, of Victoria, B. C., occupation Marired weman, interda to apply for permission to purchase the following described lands: Commencing at a post planted about 26 chains north from the south-east corner of lot 296, marked J. Ks. S. W. corner; thence north 60 chains, to the E. and N. boundary line, same south-easterly along the E. and N. boundary line to a point where the latitude equals 60 chains south, thence 60 chains west to point of commencement, and containing 120 acres more or less.

JANET KIPPEN, F. H. Seger, Agent.

Dated, December 18th, 1911.

tenfrew Land District-District of Victoria Renfrew Land District—District of Victoria
Take notice that I. Katherine Rudge, of
Victoria, B. C., occupation, Married woman,
intends to apply for permission to purchase
the following described lands: Commencing
at a post planted at this the north-west
corner, thence south 80 chains, thence east
80 chains, thence northwesterly, following
the E. and N. boundary line to a point
where the latitude equals 80 chains north,
thence 5 chains west to point of commencement, and containing 360 acres, more or less.

KATHERINE RUDGE,
F. H. Sager, Agent. Dated, December 18th, 1911.

Sayward Land District—District of Sayward.

Take notice that I, Harold Ware Hunter, of Hazelmere, B.C. occupation manufacturer, intend to apply for permission to purchase the following described lands:

Commencing at a post planted at the southwest corner of Lot Five Hundred and One '1501'; thence north 35 chains, thence west 55 chains, thence south 35 chains, thence east 58 chains to the place of beginning.

HAROLD WARE HUNTER.
Frank Gilton Fox. Agent
January 27th, 1812. Victoria Land District—District of Coast Range III.

Take actice that I. Arthur Vigny, of Isondon, England, occupation gentleman, infends to apply for permission to purchase the following described lands. Commencing at a post planted at No. 7 post, Lot 48, Coast Range III, thence north 20 chains, thence west 40 chains, thence south 20 chains, thence cast 40 chains, to point of commencement, containing 80 acres, more or less.

ARTHUR VIGAY.

Victoria Laud District—Coast Range 2
Take notice that Ethel Roper, of Toronto, occupation nurse, intends to apply
for permission to purchase the following described lands:
Commencing at a post planted at the
northeast criper of Lot 203, Rivers Inlet.
Victoria Land District. District of Coast
Range 2, thence north 70 chains, thence
west 40 chains, thence south 70 chains,
thence cast 60 chains to point of commencement, containing 280 acress more or less.
ETHEL ROPER,
J. F. Tait, Agent.
December 27th, 1911.

December 27th, 1911.

Victoria Land District—District of Coast
Range 2

Take notice that Winnifred Roper, of Toronto, occupation nurse, intends to apply
for permission to purchase the following described lands:

Commencing at a post planted 20 chains
cast of Wadhams Cannery and 5 chains
cast of Wadhams Cannery and 5 chains
south of the creek which runs into the sea
at said Cannery (Lot 59) Rivers Iniet, Victoris Land District, District of Coast Range
2, thence east 40 chains, thence north 20
chains, thence west 40 chains, thence south
20 chains to point of commencement, containing 80 acres more or less.

WINNIFRED ROPER,
J. F. Tait, Agent
December 27th, 1911.

December 27th, 1911.

Sayward Land District—District of Sayward.

Take notice that Florence Roper, of Toronto, occupation nurse, intends to apply for permission to purchase the following described lands:

for permission to purchase the following described lands:

Commencing at a post planted beside a survey post on the south shore of Blind Creek Harbor 12 chains and 30 links north of the southeast corner of Section 10, Cortez Island, Sayward District, thence south 20 chains and 28 links to the shore of Cortez Island, thence following the sinuosities of the shore along high water mark in a mortheasterly direction to the west boundary of Lot 207, thence north along the west boundary of Lot 307 to the shore of Blind Creek Harbor, thence following the sinuosities of the shore along high water mark in a northwesterly direction to point of commencement, containing 15 acres more or less.

FLORENCE ROPER,

FLORENCE ROPER, J. F. Tait, Agent, December 27th, 1911.

District of Coast—Victoria Land District
Take notice that 30 days after date, I.
Gertrude E. Mitchell, intend to apply to the
Hon. the Commissioner of Lands for a license to prospect for coal and petroleum
on the following described lands.
Commencing at a post planted at the
mouth of creek at the extreme westerly
point of Sutherland Bay, Drury Inlet, thence
north 80 chains, thence east 80 chains,
thence south 80 chains, thence west along
the northerly shore of Sutherland Bay to
point of commencement; containing 640
acres more or less.

GERTRUDE E. MITCHELL
December 26th, 1911.

District of Coast—Victoria Land District
Take notice that 30 days after date, I,
Gertrude E, Mitchell, intend to apply to the
Hon, the Commissioner of Lands for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post one mile east most
westerly point on the north shore of Sutherland Bay, Drury Inlet, thence north 80
chains, thence east 80 chains, thence south
80 chains, thence westerly along north shore
of Sutherland Bay to point of commencement, containing 530 acres, more or less.
GERTRUDE E, MITCHELL,
December 28th, 1811.

District of Coast—Victoria Land District
Take notice that 30 days after date, I,
Gertrude E. Mitchell, intend to apply to tha
Hon, the Commissioner of Lands for a License to prospect for coal and petroleum on
the following described lands.

Commencing at a post planted at the
mouth of a creek at the extreme westerly
point of Sutherland Lay, Drury Inlet, thence
south 80 chains, thence east 80 chains,
thence north 80 chains, thence westerly
along, south shore of Sutherland Bay to
point of commencement, containing 640
acres more or less.

GERTRUDE E. MITCHELL
December 28th, 1811. District of Coast-Victoria Land District

District of Coast, Victoria Land District
Take notice that 80 days after date, L.
Gertrude E. Mitchell, intend to apply to the
Hon, the Commissioner of Lands for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post planted two miles
east of the most westerly point of Sutherland Bay, Drury Inlet, thence south 80
chains, thence west 80 chains, thence north
80 chains, thence easterly along south shore
of Sutherland Bay to point of commencement, containing 640 acres, more or less.
GERTRUDE E. MITCHELL.
December 26th, 1911.

District of Coast—Victoria Land District
Take notice that 30 days after date. I.
Gertrude E. Mitchell, intend to apply to the
Hon, the Commissioner of Lands for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post planted at the extreme westerly point of Sutherland Ray,
mouth of creek Drury Inlet, thence north
40 chains, thence west 80 chains, thence
south 80 chains, thence east 80 chains. point of commencement, containing \$40 acres, more or less.

December 27th, 1911.

District of Coast—Victoria Land District
Take notice that 30 days after date, 1,
Gertrude E. Mitchell, intend to apply to the
Hon, the Commissioner of Lands for a License to prospect for coas and petroleum on
the following described lands.
Commencing at a post planted at the
mouth of a creek at extreme westerly point
of Sutherland Bay, Drury Intet, thence 80
chains south, thence 80 chains west, thence
80 chains north, thence 80 chains east to
point of commencement, containing 640
acres, more or less.

GERTRUDE E. MITCHELLA
December 27th, 1811.

District of Coast—Victoria Land District
Take notice that 30 days after date, I,
Gertrude E. Mitchell intend to apply to the
Hon, the Commissioner of Land. for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post planted one mile
south of the most westerly point Sutheriand
Bay, Drury Inlet, thence south 50 chains,
thence west 50 cheins, thence north 50
chains, thence east 80 chains to point or
commencement, containing 540 acres, more
or less. commencement, containing 640 acres, more or less.

GERTRUDE E. MITCHELL.

December 27th, 1911.

District of Coast-Victoria Land District Take notice that 30 days after date, I. Gertrude E. Mitchell, intend to apply to the Hon. the Commissioner of Lands for a License to prospect for coal and petroleum on the following described lands.

Commencing at a post planted one mile south of the most westerly point of Sutherland Bay, thence south 40 chains, thence thence sat 80 chains, thence thence sat 80 chains, thence north 50 chains, thouse west 80 chains to point of commencement, containing 640 acres, more or less. commencement, containing 640 acres, mor or less.

GERTRUDE E. MITCHELL.

December 27th; 1311.

District of Coast—Victoria Land District
Take notice that 30 days after date, I,
Gertrude E, Mitchell, intend to apply to the
Hon, the Commissioner of Lands for a Liceffse to prospect for coal and petroleum on
the following described lands.
Commencing at a poet planted two miles
south of a point one mile east of the most
yesterly point of Sutherismd Bsy, Drury Inlet, thence north 80 chains, thence east 80
chains, thence south 80 chains, thence west
40 chains to point of commencement, containing 540 agree, more or less.
GERTRUDE E, MITCHELLE,
December 28th, 1811.

District of Coast—Victoria Land District
Take notice that 30 days after date, I,
Gertrude E, Mitchell, intend to apply to the
Hon, the Geminissioner of Lands for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post planted two miles
south of a point one mile east of the most
westerly point c. Sutherland Bay. Drury
Inlet, thence south 30 chains, thence 30
chains east, thence 30 chains north, thence
50 chains west to point of commencement,
containing 630 acres, more or less.

GERTRUDE E, MITCHELL
December 28th, 1911.

# GREAT EXPENSE OF RAILROAD

Immense Cost of Building the Transcontinental Further Ventilated in Debate on Commission Bill

OTTAWA, Feb. 19.-Tonight, after nearly a whole day of debate, there was put through the committee a bill to reduce the number of transcontinen-tal commissioners. The discussion took the form of an inquest on the stupendous cost of the enterprise.

The Conservatives rubbed in the mis-

calculations and the bad business methods of the Laurier government very hard, Hon. W. T. White making the attack and the fighting speech The Liberals on their side were thoroughly savage and blustered exceedingly. The debate, however, ran heavily

resolution ratifying an agreement to give the Collingwood Shipbuilding Co., Limited, a drydock subsidy amounting to three per cent a year for twenty years upon \$306,965.

Mr. Borden's bill to authorize the ap-pointment of three civil service commissioners was put through the committee. He stated that the government intends shortly to take part of the outside service under the act.

Another bill put through was measure improving the position of railway mail clerks. The debate principally had reference to the qualifying examination imposed, the general feeling being that the standard exacted was too high for such modestly paid

The house then went once more into imittee on the bill cutting down the transcontinental commission to one man. The Liberals had a very bad time explaining how the Laurier govern-ment and the commission had made the building of the line so costly.

Mr. Kyte of Richmond declared that all estimates of all public works fail short of facts. Mr. Nesbitt laid stress on the solidity with which the road has been built. Mr. Kemp compared the "thirteen million" story and Mr. Fielding's declaration that the outlay would be \$54,000,000 with the recent estimate of \$225,000,000 by 1921. timate of \$235,000,000 by 1921. Mr. Macdonald, who was very angry.

tives had revamped this old yarn and said nobody was deceived as to the story. He attacked the government for engaging Mr. Lynch Staunton on the investigation commission. He is the paid solicitor of the Ontario government. Mr. Staunton's judgment would not be worth a snap, for he was biassed. Then Mr. Macdonald assailed Mr. Gutelius on the grounds, first, that he was not a construction but a maintenance engineer, and secondly that he was an

"Mr. Hayes is an American citizen, and you took him up," said Mr. Coch-

said Mr. Macdoneld, and he went on to say that the government was unable to get a Canadian to associate with their partisan lawyer on the commis-

Mr. White said that the opposition were taking the matter very lightly, but the country would not take so lightly an appalling miscalculation. That responsibility must be assumed by the late government before the people of Canada. The difference between the estimate and actual cost constituted prima and the commission which needed ex-

"Sixty millions of interest a light matter? Is an increase of nearly five a mere nothing? This has been the greatest blunder made in this matter

He doubted whether any rallroad could afford to pay 3 per cent on the cost of the line. At this rate the Grand Trunk Pacific will pay no less than \$6,000,000 per year, or \$20,000 a day, and this over and above the operat-

Line Much Meeded "Will this," he asked, "reduce freight

rates?" The parts completed were the parts not needed. The section from Levis to Moncton was ready for traf-fic, yet it was of no value for moving from completion and no grain can get an outlet in that direction.

"The late government," he said, "and the transcontinental commission are more blameworthy than anyone else for the present situation in the west. There is only one line east from Port Arthur, blockade. The blame rests on the shoulders of the old government." Mr. White asked: "Where is the Quebec Bridge?" There were cries of "In the river,"

"Yes," he added, "It is in the St. Lawrence, and it will be late in 1917 before the Quebec Bridge is completed.

"This is a heritage to which we have fallen. There is not a man who does not want to carry this enterprise through. We will finish the work, and finish it well. I hope the end will be better than the beginning."

He said that the western Liberals misheard so much knocking of the west as since he had come to Ottawa. It will take one hundred immigrant agents to offset the speech of the ex-minister of He called them the Jere-

miahs of the West. speech. Mr. Stevens rebutted the arguments put forth by Mr. Carvell regarding the cost of the C. P. R. There were two sections of the line which could ago that have scarcely been commenced. He hoped that Mr. Cochrane would push on the construction of the gap so as to give an outlet to the west. After a

Mr. Burrell stated that the final census returns gave the Dominion a popula-tion of 7,203,837. That of Quebec pro-vince is 2,002,812.

VICTIMS OF MOB

SHELBYVILLE, Tenn., Feb. 19 .- De prived of its prey in the first attempt to slaughter three negroes as they were being taken from the court house to jail here today, a mob broke into the sheriff's office, where the wounded blacks had been taken, and fired upon them. Still two of them are alive, but

them. Still two of them are alive, but it is believed the mob will storm the jail late tonight and finish its work.

Evidence that the blacks killed Special Officer S. W. Everson, of the Nashville, Chattanooga and St. Louis Railway, was so strong that the preliminary hearing this afternoon the three were bound over to a higher court.

As they were being taken to jail the mob attacked the sheriff and six deputies, killed one of the blacks and badly beat the others.

beat the others. The negroes were taken hurriedly into the sheriff's office and the sheriff

Into the sheriff's office and the sheriff stationed himself at the door.

Reports sent out from the office that all the negroes were deed were not believed, and at a o'clock the mob stormed again. The sheriff was captured, the office door broken down and firing resumed by the mob. Each of the prisoners was struck. Evidently believing all three dead, the mob disappeared. Later two wounded blacks were secretly taken to the jail.

## INFANTRY REGIMENT

Colonel Wadmore, D. O. C., Seeks Con ader for New Militis Organic ation Proposed Locally

Colonel Wadmore, district officer manding, said yesterday that efforts were being made to secure an officer to take command of a regiment of infan-Victoria, and as soon as a gentleman could be found to take this post steps could be found to take this post steps would be taken to form a battalion or regiment, of infahtry. Whether the new regiment would be a fusilier corps, or rifle corps, was a matter to be decided when steps were taken to form the regiment. That there would be ample men to join the regiment was evident and any amount of junior officers could be secured in fact it was expected that be secured, in fact it was expected that as soon as a commanding officer was secured the work of forming the regi-ment would begin.

ment would begin.

Col. Wadmore said: "I was glad to see this matter taken up by the Colonist and I am anxious to learn of a sentleman who will take the post of commanding officer. I am looking around to see who I can get."

Col. Wadmore is also taking much incommanding of the cadet

terest in the extension of the cadet forces in the city. He states that Major Snow has been appointed as a cadet inspector, and has gone to Halifax to put in a course of physical training drill. Major Snow, who has been residi at Comox, was formerly an officer the South African constabulary.

# SEATTLE MAYORALTY

Ex-Mayor Gill Almost Certain To Candidate Chosen at Today's Primaries

SEATTLE, Feb. 19.—Ex-Mayor Hiram C. Gill, advocate of the wide open town and who was removed from office by the safely. The primary will eliminate all but two candidates for each of these offices: Mayor, comptroller, treasurer and corporation counsel, and all but eight andidates for council seats. The elec ion will be held March 5. It is gener ally believed that Gill will head the poll tomorrow. Whether George F. Cotterill, single taxer, or Thomas A. Parish, so-called business men's candidate, will go into the finals with Gill is the point of interest in the primary. The Socialists expect to poll 10,000 votes for Hulett Wells. They have had large mass meetings. It is expected that more than 60,-000 votes will be cast, equally divided among men and women.

# REGULATING WORK HOURS

Ontario Legislature Considering Me ures Belating to Street Ballways and Mines

TORONTO, Feb. 19.-Important gov rnment measures were introduced in the legislature by Sir Jas, Whitney, this afternoon. One was a direct response to an appeal made to the government by the street railway em ployees' union. It is a bill to amend the Ontario railway, and municipal board act and authorizes the city to regulate the hours during which conductors, motormen or other employes of the street railway may be required or permitted to work. This power is to be exercised notwithstanding any agreement with any municipality.

Street railway men have complained that to get in an ordinary day's work they have to be on duty several hours longer than they have been paid for. This bill, when it becomes law, will them the right to appeal in such cases to the Ontario railway and mu-

The other measure, which is a mendment to the mines act, satisfies a long standing demand from the min-ing districts in the north. It gives the miners an eight-hour day, providing that miners working under ground may not be required to work more than eight hours in any 24, the time spent in ascending or descending to be in-cluded in the eight hours.

Dies Suddenly

WINNIPEG, Feb. 19.—Fred. Hicks, ealthy property owner, dropped dead speech from Mr. Oliver, Mr. Borden sum- tonight, aged 59. He was a bachelor.

Sir George Askwith Now Making Arrangements for Possible Settlement of British Coal Trouble

LONDON, Feb. 19 .- Various confer ences were held today in connection with the threatened coal strikes, but the developments were of minor imthe developments were of minor importance except that the national transport workers decided to support the

miners in the event of a strike.

It is believed a cabinet council will be held tomorrow to consider the situation. It is probable the government, if independent efforts at conciliation fail, will call a conference of representatives of the operators and the men at which Sir George R. Askwith, the board of trade "strike breaker," will preside

side.

The Times announces that Sir George Askwith has already made arrangements which will enable the government to take action immediately with a view to

take action immediately with a view to averting the strike.

The advance in the price of securities stimulated by the cheering political developments has been checked by the serious situation in the coal trade. Should this menace be removed, a substantial rise in quotations of securities and contemplated trade activity are bound to follow.

The acuteness of the crisis in the coal

The acuteness of the crisis in the coal trade is emphasized by the prohibitive rate of 94 1-2 per cent asked by Lloyd's on insurance against a national strike.

Both sides in the contest are making svery preparation for war. The collisions of the collisions of the collisions but their private residences. collieries but their private residences as well. The military officers also have been making inquiries in the coal min-ing districts as to the facilities for billeting soldiers in the residences, inns and hotels. Eighty thousand miners have already handed in their notices to supply of coal is in stock, although the railways and other big concerns with storage facilities are better sup-

workers has pledged itself not to handle "blackleg" coal, so that import-ed coal will be landed with great dif-

## SAANICH COUNCIL HANDLES BUSINESS

Plans for Subdivisions—Resident Ap-planded for Complaint About Poor Boad

At a meeting of the Saanich Council on Saturday last the plans for the subdivision of Kirkpatrick on the East Saanich Road into five and ten-acre lots were returned for amendment as there was no provision for outlet for some of the lots. Those for the S. McCullogh subdivision into one-acre lots on the West Saanich Road were lots on the West Saanich Road were approved provisionally. The council stated they had no intention of open-ing Christmas Street to Quadra near

An interesting point arose on the projected subdivision of a portion of Mr. Munro Miller's property. When this part of the Telmie estate was in office, will be renominated as candidate for mayor by the city primary which will be held tomorrow. This is the only result that may be prophesied of the Folimie estate was subdivided many years ago Midgard, Kisber and Christmas Streets were duly registered, all 50 feet wide. When the only result that may be prophesied of the Folimie estate was subdivided many years ago Midgard, Kisber and Christmas Streets were duly registered, all 50 feet wide. When the only result that may be prophesied middle portions of these three streets. The permission of the council was and to admit of the old fifty-foot roads The question was finally settled by stipulating for larger lots to compen-sate for the narrower road, subject always to its acceptance by the land registry office.

registry office.

Secretary Campbell, on behalf of the school trustees, explained that the disputed item of \$3,500 involved only \$1,025 of local money, as the government were putting up the rest. Reeve Nicholson intimated that he was contemplating the advisability of bringing back the resolution of council for reconsideration, in view of the fact that the vote on manual training would are the vote on manual training would en-tail a second bylaw. A letter from the council's legal adviser conveyed the opinion that the council has, under the ct, the undoubted right to differentiate between ordinary and extraordin-

ary expenditure.

Mr. Geo. McConnest wrote complainng of a very bad hole on Finn Road, and giving fair warning, that he proposed if, and when a serious accient occurred, to make it his personal business to bring the blame hor where it belonged. The Saanich cou cil applauded his resolution, as the hole happens to be in Oak Bay.

A complaint as to the danger which residents on Harriet and Burns Roads were exposed by the blasting operations of the B. C. E. Ry. contractors was referred to Constable Little A large petition from R. F. Taylor and others in Gordon Head, asking the

council to continue San Juan Avenue to Tindall Avenue, was referred back, as the council could not undertake to expropriate the Williamson property.

A local improvement petition from residents from Garden City up to Wilkerson Road for decreating and included the council of t kerson Road for deepening and widen-ing Colquitz River on the motion of Councillor Dunn was referred to the solicitor for examination and to the clerk for computing the assessed value of petitioners, this being the first rou-tine step pages with the first routine step necessary under the act to-wards undertaking the work.

A petition for water between Tolmie
Avenue and Cloverdale Avenue under
local improvement, having been ruled
irregular by the reeve, was returned.
Reeve Nicholson assured Councillor
Dunn that the Chinamen conducting piggeries and duck farms realized tha

every preparation to remove as soon possible. The new bylaw is expected to be ready for next meeting.

Councillor Gale was informed that only members of the farmers institute can get powder at the works at reduced price

can get powder at the works at reduced price.

On motion of Councillor McGregor, seconded by Councillor Dunn, a sidewalk was ordered for Tillcum Road at a cost of \$450, also 570 feet on Quadra Street, the petitioners to do the grading in the latter case.

Mr. Pine offered to furnish a motor car for his own use when on public business in return for an increase of salary to \$150 per annum, the council to pay for upkeep of same. The proposal was agreed to, Councillor Gale only objecting.

SAN FRANCISCO, Feb. 19 .- Vincent Genevos and Duke Kahanamohu, crack swimmers of the Hawaiian Islands, arrived on Saturday from Honolulu en route to the East to compete in the tryouts for the American Olympic team.
Kahanamohu—Duke being his given name and not a title—is said to have covered 100 yards in .55 2-5, and Genevos to have made some good records in long distance events. They will participate in the long distance swimming trials at Pittsburg, February 22, and go thence to Chicago for the short distance events February 28. tance events February 28.

## NEW LINERS FOR THE WEIR SERVICE

Officers of the Suveric Say the Byn-eric and Sister Liner Will Join Transpacific Line

According to statements accredited to the officers of the British steamer Su-veric, now at Portland, the Weir-Waterhouse company will establish a direct line from that port to the Orient the coming summer. At the start there will be two vessels i nthe fleet, the Byneric, just launched, and another new one now building. No official announcement of the line has yet been made by the Water-

The officers of the Suveric according to Portland papers also announce that the steamer Kumeric will be withdrawn from the present service, her place to be taken by another vessel. They also say that this will leave the Suveric, Luceric, Byneric and the new steamer for the Pacific Oriental service, with two of them operating direct from Port-land and the other two operating in the Sound service calling also at Portland.

The present Oriental fleet operated from the Sound by the Weir-Waterhouse

line consists of the Norwegian steamer Hercules, and British steamers Kumer-ic, Luceric, Orteric, Suveric, Strathlyon and Stathendrick. With the present heavy business to the Orient continuing, the company will prohably continue to use a large fleet of chartered vessels at well as several of their own steam-ers.

## KINROSS-SHIRE SPOKEN

Vessel Which Put into Felkland Islam in Distress for Repairs is Sight-ed off California

The British bark Kinross-shire was

The British bark Kinross-shire was speken on Sunday off: the California coast en route from Port Stanley, Falkland islands to Seattle.

The Kinross-shire is completing an eventful voyage to the Sound. She sailed from Shields June 5, and encountered severe weather soon after leaving the English port. After battling for several days with a hurricane the vessel. eral days with a hurricane, the vessel put in at Port Stanley in a damaged

put in at Port Stanley in a damaged condition, on September 5. Her masts had been broken, and her cargo shifted. Repairs were made and she proceeded for Seattle on December 18. The vessel is under charter to Balfour, Guthrie & Co., and is bringing a cargo of pig iron, firebrick and general merchandise for Seattle. The voyage of the Kinross-shire from Shields with her he Kinross-shire from Shields will rearly eight months, and will be the longest made by a vessel from England the Sound for a long time. She is not expected to pass in at Cape Flattery until the latter part of this month, as winds off the entrance to the strait have been unfavorable.

# PREPARING PLANS TO ENLARGE STATIONS

Mr. Wilfred Doughty Beturns from Worth to Place Contracts for Cannery and Oil Works

Mr. Wilfred Doughty, manager of the 3. C. Fisheries, Ltd., who arrived by the teamer Prince Rupert on Sunday after an inspection of the properties acquired on Queen Charlotte islands, is to obtain specifications and let contracts for the enlargement of the plant which the company has purchased from the Simon Leiser company of Skidegate, where Mr. Doughty spent the last two weeks.

The Skidegate is but one of the cor pany's proposed fishing stations, and in regard to it Mr. Doughty spent the last two weeks to have the oil branch of the business there in operation in a few days and the salmon cannery would be ready to make something of a pack be-fore the end of the present salmon run. The white fish packing plant to be erected he hoped to see completed in the early summer, probably in June.

As to the new cannery and packing plant to be established on Porpoise Is-land, adjoining the Prince Rupert town-site, the company was not contemplat-ing any work there this year, but these plans might be changed upon the ar-rival of his father, Sir George Doughty, president of the company. president of the company. He would reach Prince Rupert some time in July, and probably would be accompanied by one or two of the London directors of the company.

ANACORTES, Feb. 19 .- Eddie Marin and Pete McVeigh, the Seattle light-weights, who fought an 8-round draw here last Thursday night, were found guilty of prize fighting today and were fined \$100 each. Bert VanHort, promoter of the bout, was fined a like amount, and "Kid" Ross, the referee, was fined \$25. The District Attorney declares he will endeavor to punish the

Convention of Ironworkers at Rochester Said to Have Had Before It Matters Relating to McManigals

INDIANAPOLIS, Feb. 19 .- That dynamiting plots were brought to the at-tention of certain committees at the convention of the international association of Bridge and Structural Ironwokers in as one of the government's charges against the 54 indicted men. It is charged by federal authorities that a re-solution demanding "that no more bombs while this convention is in session," was written out in regular form by a delegate at the convention, was secretly referred to a committee without the action on it becoming known, and was found among the papers taken from the Clucinnati workers headquarters in Indignated in the convention of the conventio

Cincinnati workers' headquarters in Indianapolis. The government claims to have the original resolution.

It is pointed out that J. J. McNamara and Ortle E. McManigal were on their way from Indianapolis to Rochester, when, according to McManigal's confession, McNamara decided to leave at Cleveland a suit case containing a quantity of nitro-sivering. McManigal astity of nitro-glycerine. McManigal as-serted that McNamara had mapped out series of explosions "which were to be

Information from delegates who had by the government as having induced McNamara to change his plans. That information, the indictments charge, was that the international officials, in-cluding President Ryan and business agents, were fully aware of the dynamite plots, and that some of the men now indicted objected to any unusual number of explosions while that con-vention was in session.

In this connection McManigal's confession is quoted as stating: "McNam ira said he wanted a lot of 'open shops' ara said he wanted a lot of 'open shops' blown up at one time to make the delegates feel good. Just before meetings of the executive board McNamara also wanted many jobs pulled off, so it would please the members and show them business was good. The 20 quarts of nitro-glycerine with which he started out from Indianapolis we left with Pete Smith in Cleveland."

The year the convention was held, 25 bridges, viaducts and buildings were reported blown up in various parts of the

Advices were received by the govern-ment today that at least half a dozen defendants are preparing to tell what

The arrest in Chicago today of the defendant named in the indictment as Patrick Ryan, a former business agent of a Chicago local union, leaves only one man out of the 54 indicted still to be apprehended. The man not yet captured is J. J. McGray, formerly of Wheeling,

# ALASKAN SEIZED

Marshal Seizes Steamer Bunning to This Fort at Scattle for Wharfage

Alleging that the steamship Alaskan had refused to pay wharfage charges of had refused to pay whariage charges of \$105 for a period covering September 16 to October 27, 1909, the steamship was libeled for that amount by the Spokane Grain Company, in the United States district court at Seattle Saturday. The Alaskan is operated between Seattile charter to the Blue Funnel line. She was selzed at pler 8 yesterday afternoon by Deputy United States Marshal Dudwig Frank.

# FORTNIGHTLY SERVICE

Faster Schedule Will Be Provided When Now C. P. E. Liners Start Heat Year

It is announced that when the new C.P.R. liners Empress of Asia and Empress of Russia start service in May 1913, the service, which provides a ship to and from the Orient every three weeks, will be changed to a fortnightly service. The intention of the C.P.R. is to foster traffic between the west coast of Canada and the Orient to a point of Canada and the Orient to a point where it will approach the traffic between the east coast and England.

It is reported that a position is to

be created as marine superintendent for the C.P.R. ocean steamers.

# CONSTITUTIONAL POINT

U. S. Supreme Court Rules That Co. and Beferendum

WASHINGTON, Feb. 19.-Only con gress and not the supreme court of the United States may object to the initia-tive and referendum method of legislation in the states, so the court decided

That tribunal held that the question of whether a state still maintained a republican form of government as guaranteed by the federal constitution, after adopting the initative and referen dum, was a problem for congress, and not a judicial one for the courts. The decision is based on the claim of the Pacific States Telephone and Tele-

graph company, that a tax upon it imposed by the initiative and referendum method in Oregon was unconstitutional. The initiative and referendum provisions in Missouri, California, Arkansas, Colorado, South Dakota, Utah, Montana and Arisona, hung in the balance. An adverse decision in the house would effect the proposed legislation of that character in many other states.

TORONTO, Feb. 19 .-- A bylaw forbidding tobogganing in the parks on Sun-day was finally passed by the council this evening. An amendment to submit the question to the people was defeated.

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|------------------|---|--------|
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|                  | ANTI-COMBINE JELLY POWDER.                      | 25c    |
| STEERS STATESTAN | PEEK FREAN'S ASSORTED BISCUITS, per packet      | 10c    |
|                  | RASPBERRY OR SWISS TRIFLE, 2 packets for        | 25c    |
| I                | MONK & GLASS' BLANC MANGE POWDERS 3 packets for | 25c    |
|                  | MONK & GLASS' CUSTARD POWDERS, per packet       | 10c    |
|                  | JELLO, 3 packets for                            | 250    |
|                  | INDEPENDENT CREAMERY BUTTER, 3 pounds for       | \$1.00 |
|                  | MORRELL'S SELECTED PICNIC HAM, per pound        | 15c    |
|                  | COMOX CREAMERY BUTTER, per pound                |        |
|                  | Patronize the Store of the People               | 817    |

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All up-to-date housewives know the splendid possibilities of Gelatine for dessert dishes. These are the best and most reliable brands properly Pure Gold Jelly Powders, 3 packets

 
 Comb Honey, per square.
 25¢

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 Pure Honey, per glass, 35c, 25c and.
 20¢
 Kootenay Jams-Almost everybody in B. C. knows these are the essen E. D. Smith's, Famous for their purity. Per glass jar, different kinds,

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of the fact and true playing in transportat lumbia. I ing done services of pany have to bring the most to British the people firmly bel endorse its with the will meet of the enti lumbia. (A) Mr. P.

In movir

bill respe

said:

Speaker, I must know governmen for fifty mi er river, summit of be the mea is now Boundary will have Columbia Coast to been many tions in thi call when governmen that arose Coast to ened with juncture to manifold a

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Columbia is in the same terms as the agreement of two years ago and the same conditions are involved. And, Mr. speaker, I have every reason to believe that construction operations which will shortly be undertaken under authority of this measure, will be energetically prosecuted with the same splendid progressiveness that is witnessed today in connection with the building of the Canadian Northern Pacific under the legislation accomplished by this house two years ago.

I have in my hand, Hon. Mr. McBride continued, a telegram from Mr. Hanna, the vice-president of the Canadian Northern, which I received only afternoon. I wanted to find out from him the latest returns with regard to the mileage that the Canadian Northern is at present operating and also the additional mileage under contract, and I wired Mr. Hanna for information. Here

Toronto, Feb. 20. Hon. Richard McBride, Victoria.

Referring to your telegram: We are operating altogether in Canada sixtythree hundred and twenty miles. Under construction are twenty-two hundred and forty miles, including six hundred miles in British Columbia. I regret that cannot give you any definite idea of our projected mileage but it is over (Sgnd.) D. B. HANNA

Matter of Congratulation

Now sir, when we are able to tell parliament this afternoon that these proposals to which I have just referred which are embodied in this bill bring us still closer in touch with a national transcontinental line that is actually operating or is building approximately ten thousand miles of standard guage road, it should be a matter of congratulation to the entire country Construction of the new roads which we are now providing for will assure that all of our lands-whether agricul-tural or timbered or mineralized-and all of our towns existent or which will spring up in this country will be brought into close touch with the country east of the mountains and with markets assuring an excellent margin of profit for all time to come.

Much has been said with regard to the attitude of this government toward the Canadian Northern company, and strange to say very much of this criticism is expressed in the columns of a local newspaper which seems particularly active in its desire to make damaging references to the Canadian Northern and the men who are the head of this road. Curiously, too, the gentleman who is understood to control the policy of this newspaper was until only very recently a member of the government of Sir Wilfrid Laurier member of that government at the time that the bargain was consummated with the Canadian Northern for construction from Port Arthur eastward involving assistance by the federal authority to the extent of thirty-seven million dol-lars. How comes it that a gentleman who was a party to this bargain can now find it possible to speak of the company interested as dishonest and unworthy It would perhaps be interesting to analyse the actuating motives of the Victoria Times' remarks on this subject, and at some future date it may be necessary to do so.

Captains of Industry

I am satisfied that the action of the Canadian government in the transaction referred to was based upon appreciation of the fact that these men are good men and true—wholesome and capable men and true captains of industry who are well worthy to play the parts they are playing in the provision of necessary transportation facilities for British Columbia. I shall not refer to what is bedone by the Canadian Northern in the way of adding to the steamship services of the Pacific seacoast, nor to the new order of things in this province which the operations of this company have in a large measure assisted to bring about, but I would say that that the Canadian Northern has been a factor of tremendous benefit-a godsend to British Columbia and a blessing to the people of Canada. (Applause.) Mr. Speaker, I submit this bill to the house firmly believing that parliament will endorse its provisions, and once more with the confident assurance that it will meet as well with the approbation of the entire community of British Columbia. (Applause.)

Mr. P. Williams adjourned the de-

Kettle River Proposals In moving the second reading of the bill respecting the Kettle River Valley company's extensions, the Premier

In moving this second reading. Mr. Speaker, I promise to be very brief in my remarks. The measure, as all must know, provides for a provincial government bonus of \$10,000 per mile for fifty miles, from Hope on the Fraser river, to Coldwater junction, the summit of the coast range. This will be the means of bringing to the Coast the Kettle River Valley railway which is now in operation between the Boundary and the Nicola valley. All will have in memory the agitation that has been taking place in British Columbia during so many years for a Coast to Kootenay road. There have been many discussions of this questions in this parliament, and I well recall when a member of the Dunsmuir government the very heated discussion that arose on the construction of this coast to Kootenay line, the government being at one time almost threat-

ened with disruption over this issue. It is not necessary for me at this juncture to say anything as to the manifold advantages of the Boundary, the Similkameen and the Nicola districts. The gentlemen who represent these districts in this parliament are very well qualified to perform any duty which may devolve in this respect. All in this house are familiar with the ability and the enthusiasm displayed by the member for the Boundary country in emphasizing at every oppor-tunity the conspicuous merits and ad-vantages of his particular district. And who is there here who has not appreciated the bursting eloquence of the member for the Similkameen when the glories of that district are his theme. (Applause and cries of hear, hear.)

The wonderful endowment in varied

natural advantages which the Similkameen possesses have been frequently brought by him to the attention of this house.

Passes Through Summerland.
The Kettle River Valley line construction which we were able to assist two years ago has now approximately a mileage of 275 miles. There was a question raised when this matter was last brought before this house as to its connection with the town of Summerland and the coming ant centre of Princeton, and I have today been warned by my friend, the member of the Similkameen, to say to this house that we are assured in connection with the Kettle River Valley that this line will be built not. as it is so often expressed, to a point at or near Princeton, but that it will be built in and through Princeton, so that that part of my friends constituency is certain to enjoy the very large advantages which are certain to accrue through this contact with the Kettle River valley road. I may also say that this line will pass through the

town of Summerland. As to the connection between the Coldwater Junction and the Coast, some will be likely to ask why was not this provided for when we were mak-ing the contract with the Kettle River Valley people two years back? This I can explain very readily. There have been for the construction of this piece of road two especially active competitors, the Victoria, Vancouver and Eastern railway, which is a subsidiary company of the Great Northern, an American road, and the Kettle River Valley, a Canadian line enjoying a subvention from the Dominion gov ernment. Year after year the Victoria, Vancouver and Eastern people have periodically made the announcement that a contract was just about to be let and that under it the V. V. & E. would be built and the Kootenay brought into communication with the Coast cities. I have, sir, been waiting for nine years now to see the fulfilment of these promises, but up to the present day without result. There has been no contract let, and no construc-tion undertaken, but spring after spring and fall after fall we have been told that the engineers of the company were busily engaged seeking new route or that something else had arisen to deter the company from making a beginning of that substantial progress that the country has so greatly desired.

Cannot Afford to Walt In these times, with the completion of the Panama Canal in sight, and the of the Panama Canal in sight, and the generally rapid development that is taking place through western America, we cannot afford to prolong the policy of waiting. We must be in a position to take advantage of the opportunities which are presenting themselves. The to take advantage of the opportunities which are presenting themselves. The conditions of the times do not brook longer delay, and we have come to the conclusion that it will be good business for us to invest a million dollars with the object of bringing the Kootenay district into close touch with Victoria, vancouver and New Westminster, so as to secure and preserve and protect for the benefit of but own people the trade of the various sections of our own province, and prevent the diversion to the ince, and prevent the diversion to the

I have nothing whatever to say against the Great Northern Railway or Mr. James J. Hill. I recognize and admire Mr. Hill as a wonderful perso ity, a true captain of industry, and to-day the greatest empire-builder of the western States. He is, indeed, a man of marvelous will and indomitable per-severance. But the time seems to be on the wane for the interests of Brit-ish Columbia to receive just treatment at the hands of Mr. Hill, although he would have you believe that he is very tion taken by the government, would have spelled ruin to one of the best pioneer mining districts of British Co-

I regret to say, too, that we have yet to see that, despite the fact that we expected to see the terminals on False Creek undertaken, there is no evidence of any considerable effort being made in that regard, and I must express some disappointment with the action of the V. V. & E. in these maters. Meanwhile the Great Northern has built a branch line which will be capable of taking care of a great deal of the business assembled through the similkameen. Self-preservation is the first law of nature and this government s the trustee of the people so it is determined to preserve the province for '19 people.

For this reason the government felt that it was a proper tiling to employ the money of the people for the immediate construction of this fifty miles of road. When this is built it w'll come under the Dominion raiw: luw he which the V. V. & E. will have the right to use its trackage on terms which the Dominion railway commission will settle. So that while we are bringing our own Canadian line into our own Canadian territories, provision has been made in all fairness which will permit the V. V. & E. to come over the nountains and do business with us in our coast cities.

A Notable Example What I am saying now is not said in any unfriendly spirit to Mr. Hill or to the Great Northern and because I do not wish to speak in an unfriendly way I will not speak of the Victoria and Sydney road right here at home, but if a stranger were looking for first class transportation I would not like to say that a trip on the Victoria and Sydney railway would afford him an oppor-tunity to enjoy it. We are patient and long suffering. We acknowledge the investments that Mr. Hill has made in this country and we want to keep him as a friend while we may, but he must understand that we propose to undertake our business affairs in a way that is right and just to the interests of the people of this country, and as to the construction of the Coast-Kootenay line in our opinion it is now or never, and we will wait no longer for the connec-

tion that we should have with the in-

There is also to be a bridge built from lope to Ruby Creek which will not only serve the railway but will be another highway bridge across the Fraser, built to build up our system of highways in that district and will enable the people

to move around more freely.

I would now submit this measure to the House, and in closing I will only say that the manner in which this work is to be carried out is a matter of sincere congratulation not only to the House but to British Columbia as well. (Ap-

plause.)

The debate was adjourned by Mr. Brewster.

E. & N. Bailway The premier then took up the bill to ratify the agreement with the Esqui-malt and Nanaimo railway.

will explain, said he, the purpor of this measure in three or four min-utes. The Esquimalt and Nanaimo utes. The Esquimalt and Nanaimo Railway Company, the original corporation that secured the land from the crown, is still operating the railway on the island. This road has been acquired by the C. P. R. and it is the intention of the C. P. R. to make further extensions of the line on the island. In order to provide funds for this purpose in the most economical way, the C. P. R. desires that certain changes be made. The C. P. R. will be able to finance the proposed extensions more successfully if they can secure the E. & N. under a lease than if they were compelled to go on the market and raise the money directly on the credit of the E. & N. They approached the government very frankly and openly with a statement to that effect. They said that they wanted to borrow more money in order to extend the line. They said that if they leased the line there might be some question as to the exemption of the lands from taxation un der the original grant. They said that if, the government considered they were asking for a privilege not provided for in the original legislation the C. P. R. was willing to give some compensa As a result of these negotiations it has been agreed that the C. P. R. shall pay a cent and a half per acre per annum for the unsold E. & N. lands. This will nount to the sum of \$18,000 a year We agreed that we would enable the E. & N. to lease to the C. P. R. its line now under operation but with this fur-ther condition attached, that it must be has been given to us and a guarantee has been imposed that the C. P. R. wil give railway connection to Comox and other parts of the Island within the next three years. So that in addition to having secured the right to impose a tax of \$18,000 a year on the unsold lands we have the assurance that the line will run to Comox within three years. For my part I do not see that

we need have very much concern as to the compliance of the C. P. R. and as to their building further extensions on the Island because we know that the C. P. R. is becoming energetic these days in British Columbia, and when marching towards the head of Vancouver Island I have no doubt we will also see the C. P. R. taking on extra strength and pressing towards the north end of Island, but in the meantime the country south of the line of this busi-ness which belongs by right to British Columbia. fact that we are now to have this ex tension to Comox is a matter of con gratulation to that part of British Columbia. Mr. Speaker, I move the second

reading of this bill. Mr. Brewster moved the adjournment of the debate. Subsidy Lands

In moving the second reading of bill No. 25, respecting the repurchase of certain subsidy lands, the premier said:
This bill, in addition to providing for urchase of certain railway subsidy lands provides for the reconstruction of the Kaslo and Slocan railway line, and for the return to British Co-lumbia of some \$387,000 paid by the promuch of not ried with promoting the interests of this province. We cannot overlook the fact that it was Mr. Hill Okanagan line. Some two or three seswho was responsible for the closing sions ago, under an act of parliament, n of the Kaslo and Slocan Railway, the province took power to repurcha an eventuality which, but for the ac- the subsidy lands that were given rallways in British Columbia with the provision that any act of ours in that re gard should be reported to the house. Since that time negotiations have been under way with the officials of the C. P. R., and it is only within the last few weeks that they have them reopened, and that any results have been accomplish-When we first attempted to deal with the business the company wanted a very excessive price for the lands. To this we could not then agree, but after a great deal of treaty and of exchange of views we have finally consented to repurchase these lands at forty cents an acre. The Columbia and Western lands, which are partly owned by Mr. Heinze, are pretty well intact, and contain a great deal of very valuable timber and soil as well. Under the administration doubt that we shall make some very excellent returns from our management of these lands.

In Southeast Kootenay, while some of he lands are seld, and the company is reserving half a million acres as tie re-serves, there is no doubt we shall make excellent returns from our management of them. Our assessment figure on these lands is fifty cents an acre, and the price the Land Act fixes as a minimum for crown lands is \$2,50. In the final determination of this business we compremised on forty cents, and it is on this basis we propose, with the authority of the legislature, to buy them back. Carry Coal Rights

The British Columbia Southern grant, the house must not forget, carried coal rights, and these lands, under the law today, are worth \$20 an acre. As large sections of these lands are in the coal zone we may look forward to the sale of a large portion of them at \$20 an acre.
At once, though, the question arises, if things are so promising as I describe, why should the C. P. R. part with these lands? My answer is ready. Under the cld reservation certain mineral rights were provided for, and these have led to such a complication of conditions as has made it almost probibitive for the company to deal with the lands at all. Endless litigation is in sight, and the difficulties created by the entry of the pro-spector and the home-seeker have been such as to practically close large sections. As soon as the government takes possession, we shall see that the homeseeker and the prospector are given every opportunity to have these in full

enjoyment, and we hope by departmental management to bring out of chaos a new order, and to so end what seems to have been a deplorable order of things, and make them impossible in the days to come. Profitable results can be expect-

ed in consequence.

In order to get this bargain finally closed, the government in addition to paying forty cents an acre, has permitted the company to get recognition for certain blocks, the surveys of which were not completed. The company filed aifidavits that owing to certain difficulties it was impossible to complete the surveys, and as those affidavits are by responsible men the government in fair-ness and decency has recognized them, and in this bill gives acknowledgment of

Beturn of \$400,000

But in addition to the return of these lands to the province, there are other considerations moving the government in the matter. There has been obtained the return to the provincial tweasury of some \$400,000 paid out on account of the Shuswap & Okanagan guarantee, and province against any further responsiwillty in that regard. And then, too, in connection with the Kaslo & Slocan here is the undertaking of the C. P. R. to standardize the rallway from Kaslo to Sandon, operate it continuously, and give it all the favors of C. P. R. service.

give it all the favors of C. P. R. service, I want to congratulate my old friend and associate, the member for Kasio (Mr. Mackay) on this splendid accomplishment. Kasio has for all of us an attraction all its own. I have heard my friend from Kasio describe the principal town of the district as the Lucerne of British Columbia. iWthout any question, as you see the beautiful little town nestling at the foot of the lake with such wonderful surroundings, that marvellous stretch of water in front, and with a background of picturesque mountain tops, and stretch on stretch of tain tops, and stretch on stretch of wenderful bench lands, surely here is the setting for a community easily to be entitled to the name, the Lucerne of British Columbia.

To Enjoy New Life But there appears to have been some because of its indifferent transportation. We know there has been a decline and fall of the Kaslo and Slocan district, followed by the final abandonment of hat railway system by the high officompany. But now Kaslo and the Slo-can are to enjoy new life. There is to be a new order of things, and the bright and promising settlements to be met with from Silverton to Sandon will have encouragement to persevere and to wax and grow strong such as no condition heretofore has ever held out to them.

While I refer in these terms to the Slocan, I must not forget with what nxiety and concern our good old friend and associate from Slocan in this house has watched all these proceedings. It is with good fortune indeed that the constituencies of Siocan and Kaslo can lay claim to their representation in this House as we find it in our good friends and associates. But while I have spo-ken of Slocan and Kaslo and the enor-mous advantaging they offer for settle-ment, I must not forget to tell the House and I do so with great pleasure, that the nining statistics in my department show that the prospects for the mines of Slocan have never looked brighter than they do today. From our own official and other authoritative sources I am enabled to say that the present condi-tion of the mines of the Slocan stamp them with a permanence that gives as-surance for years to come of large and profitable operations. It would scarcely be in line with this discourse to deal be in line with this discourse to deal with different individual properties. I do not propose to do so, but I can say that the old pioneer districts of Kaslo and Slocan, which in the early days of lode mining in this province stood for so.

much, are coming back to their own, and promise to be far richer than even the most enthusiastic Kasloite ever hoped for.

In the bill itself, the Canadian Pacific Railway company, as part and parcel of this bargain, is to spend \$400,000 in restoring the trackage on this railway, and the government is to provide a sub-sidy of \$100,000 towards the work. We found that unless this railway were constructed, we must, in order to give some transportation facilities to the people in that district, construct a wagon road which would cost in the neighbor-hood of \$200,000. Honorable gentlemen all know that a railway is more efficient than a wagon road, and so we de-cided to give the Canadian Pacific Railway company this subsidy of \$100,000. they to expend \$400,000 on the road so as to develop that country, and to give its mines a fair chance of development. And so it is that with these few explanatory observations I submit this last message, strong in the faith that everything we have done will tend not only to the prosperity of British Columbia, but as well to the great prosperity of the entire Dominion of Canada. (Loud

Mr. Brewster moved the adjournment of the debate, and the House adjourned till the evening sitting.

JUDGMENT GIVEN FOR COMPANY

Continued from Page 1. that the city can forbid this and that consent must be obtained at a price. Their lordships held that this contention was not well founded in law; that the company had the right to use

the company had the right to use poles for the transmission of energy to the street railway and that the other contentions of the city were inconsistent with these findings.

Their lordships were of the opinion that both the judgments of the court below were erroneous and that the company had the light to bring in power from Lac du Bonnet and erect po its distribution, and that the city failed in its attempt to establish a breach of the bylaw on which a claim was based for cancelling its charter.

WINNIPEG, Feb. 21.-While the reault was anticipated by information that has been in the hands of the company some days, the privy council's decision comes as a severe blow not only to this city but to every other Canadian municipality, for the question of conAngus Campbell & Co., Ltd., 1008-1010 Government Street

# Whitewear Sale Prices

UNDERSKIRTS

Slightly soiled but beautifully embroidered, and trimmed. Now marked down to final of \$3.75 to ..... \$1.00

CORSET COVERS

Ladies' Corset Covers, embroidery trimmed. 250 Whitewear sale price. Ladies' Corset Covers, lace

Whitewear sale price, 30c

DRAWERS Ladies' Drawers, with deep tuck frill. Whitewear 20c Ladies' Drawers, embroidery and lace trimmed. Whitewear sale price, 75c to ...... 40c

Don't overlook the Sale Prices in exquisite Lin-



CHILDREN'S DRESSES

Sample line children's white muslin dresses for ages of 2 to 12 years. In this sample\_lot there are some lovely little dresses all marked at absurdly low prices.

NIGHT GOWNS

Ladies' Night Gowns, high neck, slip-over style, lace and embroidery trimmed. Exceptional values at whitewear sale prices, from 75c

## EXQUISITE SAMPLES

The remaining lines of our Exquisite Lingerie Samples are very limited, and in them are represented the very highest qualities in the loveliest undergarments we have ever

> Very special showing of new Corsets in all the

Births, Marriages, Deaths

BORN -

EBLANDS—On Saturday, February 17th to the wife of Frank H. Neelands, 315t Carroll st., a daughter.

BOTHWEIL—On the 12th inst, at her residence, Esquimal, Ann Garner Rockwell, widow of William Rothwell. A native of Lancashire, England.

BANTLY—Mrs. Markus Bantley, relict of late Markus Bantly, at the late residence, 1127 Fort. Street on the 14th inst. after a nainful liness. A native of Wurtemberg, Germany; aged 63 years.

The funeral will take place Friday, 18th inst., from St. Andrews R. C. Cathedral. GRIMM—On or abjt. January 8th, 1912, William Grimm, of Roleskin Road; aged 65 years a native of Germany.

ROSS—At Rosskean, Admirat's Road, Esquimait, B.C., on the 18th February, 1912, Robert Ross, late of Rosskean, Newmins, Ayrshire. Scotland, befoved husband of Annie Dickie Ross.

partisan spirit shown during the hearing by members of the judicial committee and at the sweeping character of the judgment itself.

G. Bernardino, a laborer, has secured \$1,000 damages from the Powell River Pulp & Paper company on account of injuries sustained in a recent accident at their works.

Mrs. Matthew Cottle, a pio Burnaby municipality is installing an elaborate police telephone system with fifteen stations and twenty-seven miles

The Matsqui-Sumas Board of Trade has elected Charles Hill-Tour president, S. A. Morley, secretary, and W. H. Ker,

The Seigle block at New Michel narrowly escaped destruction by fire on Sunday last. Work has been resumed on the new Cranbrook post office.

THE CITY MARKETS RETAIL.

D.J. Collis Browne's Chlorodyne, COUGHS, COLDS,

Wholesale Agents, Lyman Bros. & Co., Ltd., Toronto

Beginging at a post marked "W. H. C. s. W. Corner planted 1½ miles north of Bradley Lagoon from S. W. Corner of Lot 13 thence running north 30 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

WALTER H. CARNSEW

Reginald Brook, Agen
Dated this 22nd day of December, 1911.

Take notice that I, Walter H. Cas of Vancouver, B. C., Broker, intend to ply to the Assistant Commissioner of for a license to prospect for coal and leum on and over the following designates. Beginning ct a post marked "W. H. C.'s
S. W. Corner, planted midway between
Bradley Lagoon and Sutherland Bay Drury
Inlet, thence running north 80 chains, thence
east 80 chains, thence south 80 chains,
thence west 80 chains to point of commencement.

WALTER H. CARNSEW
Reginald Brook, Agent,

Reginald Brook, Agent Dated this 22nd day of December, 1911. Coast District—Range 1.

Take notice that i, Walter H. Carnsew, of Vancouver, B. C., Broker, intend to apply to the Assistant Commissioner of Lands for a license to prospect for coal and petroleum on and over the following described lands:

lands:

Beginning at a post marked "W. H. C.'s
S. E. Corner, planted at the head of Oyster
Lagoon running off Bradley Lagoon to N.
E. thence running north 80 chains, thence
west 80 chains, thence south 80 chains,
thence east 80 chains to point of commence-WALTER H. CARNSEW
Reginald Brook, Agent
Dated this 22nd day of December, 1911.

Coast District—Range 1.

lands:

Beginning at a post marked "W. H. C.'s

N. E. Corner, planted at the head of Oyster
Lagoon running off Bradley Lagoon to N.
E., thence running south 30 chains, thence
west 80 chains, thence north 36 chains,
east 80 chains to point of commencement.

WALTER H. CARNSEW

Reginald Brook, Agent.

Dated this 22nd day of December, 1911. Coast District—Range 1.

Coast District—Range 1.

Take notice that I, Walter H. Carnsew, of Vancouver, B, C., Broker, intend to apply to the Assistant Commissioner of Lands for a license to prospect for coal and petroleum on and over the following described lands:

Beginning at a post marked "W. H. C.'s N. W. Corner, planted 1½ miles north of the S. W. Cerner of Lot 12, Bradley Lagoon, thence running south 80 chains, thence east 80 chains, thence north 28 chains, thence mest 80 chains to point of commencement.

WALTER H. CARNSEW Reginald Brook, Agent Dated this 22nd day of December, 1911.

Coast District—Range I.

Take notice that I, Walter H. Carnsew, of Vancouver, B. C., Broker, Intend to apply to the Assistant Commissioner of Lands for a license to prospect for coat and petroleum on and over the following described lands:

Leginning at a post marked "W. H. C.'s N. E. Corner, planted 1½ miles north of the S. W. Corner of Lot 13, Bradley Lageon, thence running south 80 chains, thence west 80 chains, thence north 80 chains, thence west 80 chains to point of commencement.

WALTER H. CARNSEW
Reginald Brook, Agent.
Dated this 22nd day of December, 1911. Coast District—Range 1.

lands:

leginning at a post marked "W. H. C.'s

S. E. Corner, plantal 114 miles north of the
S. W. Cirner of Lot 13, Bradley Lagoon,
thence running north 30 chains, thence west
thence running north 30 chains, thence
east 80 chains, thence south 80 chains, thence
east 80 chains to point of commencement.

WALTER H. CARNSEW
Registral Registral Registral Reginald Brook, Agen Dated this 22nd day of December, 1911.

Coast District—Range 1.

Beginning at a post marked "W. H. C's N. W. Gorner. planted midway between Bradley Lagoon and Sutherland Bay Drury Inlet, thence running south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of commencement. WALTER H. CARNSEW
Reginald Brook, Agent.
Dated this 22nd day of December, 1911.

Coast District—Range 1.

Take notice that I, Walter H. Carnsew, of Vancouver, B. C., Broker, intend to apply to the Assistant Commissioner of Lands for a license to prospect for coal and petroleum on and over the following described lands: lands:

Beginning at a post marked "W. H. C.'s

N. E. Cornet, planted midway between

Bradley Lagoon and Sutherland Bay Drury
Inlet, thence running south 80 chains, thence
west 30 chains, thence north 80 chains,
thence east 80 chains to point of commencement.

walter-H. Carnsew Reginald Brook, Agent. Dated this 22nd day of December, 1811.

Coast District—Range L.

Take notice that I, Waiter R. Carnsew, of Vancouver, B. C., Broker, intend to apply to the Assistant Commissioner of Landsfor a license to prospect for coal and petroleum on and over the following described lands:

Beginning at

lands:

Beginning at a post marked "W. H. C.'s

S. E. Corner, planted midway between Bradley Lagoon and Sutherland Bay Drury Inlet, thence running north 80 chains, thence
west 80 chains, thence south 80 chains,
thence east 80 chains to point of commence-WALTER H. CARNSEW

Coast District—Range 1.

Take notice that I, Waiter H. Carnsew, of Vancouver, B. C., Broker, Intend to apply to the Assistant Commissioner of Lands for a license to prospect for coal and petro-leum on and over the following described for a license to be following described leum on and over the following described lend:

Beginning at a post marked "W. H. C.'s S. W. Corner, planted at the head of Oyster Lagoon, running off Bradley Lagoon to N. E., thence running north 50 chains, thence east 30 chains, thence south 30 chains, thence west 30 chains to point of commencement.

WALTER H. CARNSEW Reginald Brook, Agent.

Dated this 22nd day of December, 1811.

Coast District-Range 1. Take notice that I. Walter H. Carnsew, of Vancouver, B. C., Broker, intend to apply to the Assistant Commissioner of Lands for a license to prospect for coal and petroleum on and over the following described

# David Spencer's, Limited, Store News for Friday. Big Bargains in Lounges and Bed Lounges. Tapestry Carpets, Reg. \$10.50 Values for \$4.90. \$3.50 Table Covers for \$1

# Spring Whitewear-Dainty Garments at a Modest Price

NEW lot has just arrived and includes gowns, corset covers, drawers, chemises, combinations and princess slips, in a wide range of new and interesting styles. These should be full of interest to most women, and the prices are within the reach of all. Ask to see them in the department. Here are a few descriptions and prices:

Dainty Gowns-Made of the finest nainsook elaborately trimmed in a variety of styles. Valenciennes lace, Swiss embroidery and dainty ribbons are plentifully used. Prices start as high as \$8.75 a garment, but we have many other grades ranging as low as......\$2.50

Corset Covers-Made of all-over embroidery and fine nainsook. These garments are daintily trimmed with lace, beading and ribbon. Prices rang-Drawers Made of fine nainsook and cambric. They are elaborately trimmed with lace and embroidery in a variety of effective styles. You will be pleased with this line. Prices vary according to the quality of the gar-

Women's Combinations—With corset cover and skirt trimmed with eyelet Women's Combinations-There are several styles to choose from in this lot. Some are finished with a frill of embroidery and others have a frill

en's Combinations-Consisting of corset cover and short skirt. The corset cover has a deep yoke of lace trimmed with beading and ribbon, while the skirt is finished with a frill of tucked muslin edged with lace.

ions. These are made of fine cambric. The corset cover has a yoke of Val. lace set with torchon insertion and threaded with narrow ribbons. The drawers have a frill of tucked muslin set with lace in

# Black Chiffon Silk Waists at \$1.75

Although these are strictly plain garments they are remarkably attractive The very plain style and the high grade of the material make these walets distinctive. They have plain sleeves with link cuffs, patch pockts, deshowing through. All sizes are here and a better value or more useful garment will prove hard to find. We invite your inspection. Per garment on Friday ......\$1.75

# Another Shipment of Spring Costumes for Women

UST as we went to press we were unpacking another lot of Spring Costumes and judging by the samples that we have seen, this lot will be the most interesting line that has arrived. The garments are beautifully finished and are full of interesting details.

All sizes are here and no matter what your taste may be you are sure of finding a garment that will please you. We invite your inspection, and remember that there are hundreds of costumes to choose from.

The main features in which they differ with the late season's styles are the wider skirts, one sided effects in both skirts and jackets, larger revers, round cut-away fronts, fuller backs, higher waist lines and many other minor details. Cord weaves and serges are very strong and come in a variety of plain and striped effects.

Prices start at \$25.00 and range up to \$52.50.

# Negligee and Outing Shirts for Men and Boys

VALUES THAT MEAN A DISTINCT SAVING

Frint Shirts in light and dark stripes. They are in sizes from 14 to 17 and are cut coat shape. Have starched collar band and cuffs. Price, per garment.

Coat Shape Shirts for men. These are made of a superior print and are exceptional values at per garment, \$1.75, \$1.50 and.

\$1.25

Regliges Shirts made of a strong cambric. They have soft cuffs and have a lounge collar attached complete with a safety pin. They come in fancy stripes and white bosoms. All sizes are here at, per garment.

\$1.00

Light Blue Outing Shirts These have separate soft collars, double cuffs and may be had in all sizes. Per garment.

\$1.25

Outing Shirts in fancy light striped material. These have separate soft collars and double cuffs. All sizes at, per garment.

\$1.50

Elect Cambrie Outing Shirts, with turn-down reversible collars and soft cuffs. All sizes and as good as even the most expectant customer can desire. Per garment

\$1.00

Print Shirts for Boys—They come in light stripes, sizes from 12 to 14 with attention of the cutter, attention of the cutter, attention of the cutter, attention of the cutter of the cutt white Shirts for Men—For business wear these shirts will prove very satisfactory. They have a short laundered bosom and narrow band cuff. You cannot beat this line at per garment. \$1.00

Full Dress Shirts—All sizes for men are here and the qualities are better than the average. Your choice from many grades at the following prices: \$1.25, \$1.50, \$1.75 and. \$2.00

# Good Values in Women's Handkerchiefs

stitched and Embroidered Randkerohiefs in a variety of patterns. Price, 

# February House-Furnishing Sale News

# Carpets, Rugs, Table Covers and Lace Curtains

VALUES THAT ARE WORTH SECURING -SPECIAL FOR FRIDAY

Axminster Rugs-A new shipment has just arrived and surpass our expectation for quality and beauty. There is a good range of patterns and colors to choose from in solid blues and greens, two-tone greens with beautiful border effects, and many other interesting lines. They have a very thick velvet pile, are closely woven and are extremely serviceable. Size oft. x 12ft. at the following prices, \$65.00, \$52.00, \$42.00

Nottingham Lace Curtains-Two different designs are here to choose from. They are white, size 3 x 3½ yards and our regular \$1.50 value. These will find ready customers on Friday morning and you will have to shop early to 

Nottingham Curtain Nets-There is a splendid line to choose from and will make up into splendid curtains for any room in the house. There are plain or border effects and come in rich shades of ivory and in lengths from 5 to 6 yards. Price, per piece on Friday....\$1.00 Wilton Pile and Axminster Rugs-Here is a splendid assortment to choose from and no better values are to be had in fact we consider them to be exceptional values even for our February sale. The colors are chiefly two-tone reds, browns, blues and greens. Sizes 10 feet 6 inches by 13 feet 6 inches, 11 feet 3 inches by 13 feet 6 inches. They are our regular \$42 to \$65 values and will be cleaned out on Friday at, each ......\$25

Tapestry Carpet Squares—These are very inex-pensive floor coverings, but are good in their class. There are many handsome patterns to choose from with interwoven borders. They are closely woven patterns and have a hard finished surface. Sizes 9 feet by 10 feet 6 inches, and our regular \$8.50 and \$10.50 values 

Tapestry Table Covers-These come in shades of red and green, have a highly mercerized surface and is finished with a knotted fringe all round. They are a fine quality, will stand cleaning and will render long and useful service. Size 2x2 yards and sold regularly at \$2.25 to \$3.50, are to be sold on Friday. \$1.00

# Another Shipment of Upholstered Parlor Furniture

# Dining Tables-Values That Mean a Considerable Saving

cound Dining Table Made of choice oak and fumed fin-ish. The top is fains in diameter and extends to 6ft

Square Oak Dining Tables—With five square legs, fumed finish. Ton measures 40x40ins when closed and extends to 6ft. It is a well made and reliable table, very neat in appearance and a specially good value at...\$11,90 Square Dining Table—With massive pedestal and shaped feet, neatly shaped frame and highly finished top. It is made throughout from choice, well seasoned, quarter

# Suit Cases—Better Values Than Ever Before

Another shipment of traveling trunks and suit cases has just arrived and we consider that the qualities are much in advance, prices being considered, of anything that we have ever had before. There is such a wide variety to choose from that you will have no difficulty in finding something that will please you and fit your purpose exactly. See the View street windows for a big display.

Tan Suit Case—Made of a plain leatherette, has extra heavily protected corners and two outside leather straps. This line is splendidly finished, has brass lock and is equal in appearance and wearing qualities to most suit cases sold at \$7.00. Special value....\$4.75

Japanese Matting Suit Case—Bound with fibre and fitted with solid leather corners. They are neatly lined, have side clasps, strong handles and good lock. Size 24 inches. Price

Price \$2.50

Japanese Metting Buit Case—Bound with tan fibre, solid leather corners, strong steel frames, extra deep and well finished. Size 24 inches. Price. \$1.75  12 months hard wear. Size 24, price \$2.75. and size 26

Tan Leatherette Suit Cases—Well made and equal in appearance to real leather—in fact the two cannot be destinguished apart. They are fitted with shirt flaps and straps, are well lined, heavy leather corners, two outside straps and a strong leather handle. They are guaranteed to stand 13 months good service from the day they are purchased: A pair of strong leather straps and strong locks complete the casea. Size 24, price 24.50, and size 25, price.

34.75

Black Leather Stief Bays for Men—These are made of solid leather of good quality and are well finished. Some are lined with leather and others with linen. Prices start at \$5.75 and rise to.

\$11.50

SEE THE VIEW STREET WINDOWS FOR A DISPLAY OF YESSE LINES.

# DAVID SPENCER, LIMITED

# Wash Dresses for Girls-Dainty Styles for Spring

HERE are so many different styles that they cannot be adequately described in this advertisement, but we invite you to inspect them in the department. We consider that the qualities are better than ever and the styles are exceptionally useful. You will find the prices moderate.

Girls' Dresses-In a navy blue material with white polka dots. They have peasant sleeves and gathered skirts and may be had in sizes to suit girls from 8 to 14 years. Per garment......\$1.50 Gingham Dresses for Girls—These are in attractive checks in colors brown

and blue, are peasant style and are trimmed at the neck with a band of self material that gives a V effect. They are finished with piping of plain material of a darker shade. Sizes 8 to 14, at per garment......\$2.00 Striped Chambray Dresses—Suitable for girls from 8 to 14 years old. These

ome in a variety of styles and are trimmed with bands of contrasting Little Sailor Dresses. These are very smart styles in white material trimmed with blue, and blue material trimmed with wnite. They are in sizes Middy Suits-These are made of white drill and are finished with a blue

sailor collar. They are trimmed with blue bands and have a full kilted skirt. Sizes for girls from 12 to 14 years old. Good values at per gar-

White Englin and Embroidered Dresses—A very wide and choice assortment of dainty dresses are here in all sizes and new styles. Never before have we had such a big showing and the prices are lower—quality being considered—than ever before. Prices start at, per garment.........\$1.00

# Veilings-Superior Qualities at Moderate Prices

Veilings-In a choice assortment of patterns. Colors moss, myrtle, emerald, brown, mauve, helio, sky blue, navy blue, saxe blue, pink, rose, white and black. Specially good value 

Veilings-In a wide assortment of colors and choice patterns. 

Choice Veilings-In an assortment of attractive patterns. Colors are saxe blue, royal blue, navy blue and black. Per yard \$1.25

# Stylish Footwear for Men NEW SPRING LASTS IN ALL LEATHERS

The first shipment of Men's Footwear for Spring has just arrived and although we were expecting some very smart models we were surprised to find that the makers had so far underestimated the quality of their goods. They are beauties, and you will say so when you see themin fact we consider them to be away ahead of anything that we have yet handled. There are lace styles in all leathers, both black and tan, and button models for those who prefer them. All are made with the famous "Goodyear Welts" that add so much to the comfort of the wearer, and as all sizes are here and the variety of models is so large you are sure of finding a boot that will fit you exactly. The soles are light or moderately light and are made of carefully selected stock. We guarantee every pair to give you perfect satisfaction. Try a pair or ask us to show you the new models, you will buy on sight. Prices according to quality, \$6.00, \$5.00, \$4.00 and \$3.50

# Interesting Items From the Main Floor

Windsor Ties-These are proving very popular and a large assortment of light and dark colors and self colors with polka dots.

Shot Taffets and Dresden Ribbons About 2,000 yards of these ribbons, 6 inches wide and sold regularly at 35c and 50c are to be sold on Friday

Side Frills in embroidered muslins and lace in a choice assortment of patterns. There is a frill and a price that will please you in this lot. Prices butch Collars in muslins and lace. Your choice from a big assortment of patterns and qualities at prices starting at \$3.50 and ranging down to 25¢ oat Cohars in embroidered and lace designs. Here is a choice assortment.

Many qualities to choose from. Prices start at \$3.00 each and range down

See Broad Street Windows

# Fish Nets, Ninons and New Ruchings

Pish Nots, in sky blue, old rose, mauve, cream and black. Per yard \$1.25 Minons, plain colors with gold spots. Colors pink, grey, sky blue, cream and 

New Buching There are four lengths in a box and your choice from white New Buching, in white or colors. These are in boxes of five lengths. Per

# Women's and Children's Belts

NEW GOODS FOR THE COMING SEASON

sors' Belts in colors cardinal, tan, navy, white and black. Price..... 15¢ Women's Belts-These are made of fine leather in colors tan, grey, cardinal, Elastic Belts-These come in colors mauve, cardinal, helio, wine, brown and Black Belts-These are in silk or velvet and are fitted with neat steel and glit buckles. Many qualities are here at prices ranging from \$1.00 down

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