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THE PACIFIC CANADIAN

Weekly News Digest and Journal of Observation and Comment.

Vol. I. 5 NEW WESTMINSTER, B. C., FRIDAY, May 19, 1916. Number 11

THE BY-ELECTION INQUIRIES.

After some three weeks of probing, in the Vancouver Police Court and by Special Committee of the Legislature at Victoria, into alleged irregularities—attempted personation and "plugging" principally—in connection with the late Vancouver by-election, the sincere searcher after the truth of the matter can only glean from the exhaustive and voluminous evidence elicited that there was a more or less organized effort to poll illegal votes, and that the unprincipled and disreputable agents in this illicit work had apparently considerable funds at their disposal to procure, assemble, compensate, and transport their degraded instruments in violating the sanctity of the people's ballot.

Further than that, however—into the question of prime importance, clearly connecting the nefarious activities of the agents and instruments referred to with the responsible man or men "higher up" who gave the instructions and furnished the money—the investigations, judicial or legislative, so far, have not managed to penetrate, beyond mere suggestion and glib generalities by some witnesses whose deportment and record belied their sworn word. Indeed, it is no less remarkable than significant that, both in the Annance case, before the Police Magistrate in Vancouver, and the Government-engineered Select Committee inquiry at Victoria, when it came to the point where the Liberal cross-examiner (Mr. McTagart for the Liberal prosecution in Vancouver, and Mr. Brewster, Liberal leader, in the Legislative inquiry at Victoria) sought to raise the veil which conceals the man or organization behind the scenes, he was met with a straight refusal of the star witness in each case—Annance in the Police Court, and the flippant and garrulous Gosden (since arrested for perjury) before the House Committee, to give the information asked. And both were allowed to persist in their refusal, notwithstanding Liberal protests.

In the absence, so far, for the reasons indicated, of any conclusive result of the investigations, clearly connecting the instignation of the criminal practices charged with any responsible public men of either party, the public are left in the meantime to their own surmises and inferences, except that the Government press is busy disseminating throughout the Province such distorted reports of the proceedings of the inquiries as to convey the impression that the glib and reckless allegations of confessedly disreputable witnesses are actually proved charges fixing culpability, not only upon the Liberal organization of Vancouver in the recent by-election, but upon the Liberal party of the Province as a whole. No one can pick up any of the Government controlled papers throughout the Province without being convinced that there is a systematic publicity campaign, engineered at Victoria, having this object in view.

The ill-concealed anxiety of the Government to have this deliberately falsified impression pass current, together with other extremely suspicious circumstances first and last—including the refusal of the star witnesses above referred to to disclose the names of their principals, not to mention the remarkable activity of the notorious John L. Sullivan in securing from the Seattle underworld Government witnesses, at great expense—lead warrantably to a conclusion very different from that which the Government and its apologists are so strenuously striving to create—lead to the suspicion, at least, so far as can be judged at present, that the whole dirty business is a deep laid and extremely clever conspiracy by the Bowser Government, in its admittedly desperate political extremity—hopelessly in disrepute in the country, as convinced by the by-elections—with the double purpose of trying to avert the tragedy of the by-elections and blacken its opponents at the same time.

One thing that emerges very clearly from the investigations is that the Liberals as a party, who initiated proceedings, are evidently sincerely desirous of getting to the bottom of the whole business and fixing responsibility for the disreputable performances, even if it should implicate alleged "workers" in the Liberal interest. The evidence has certainly showed that the Vancouver official campaign organization sternly discountenanced alleged tentative efforts by some so-called Liberal "workers" to introduce crooked methods into the election. Another outstanding feature of the inquiries, that calls imperatively for some reasonably adequate explanation, is, Where did the very considerable amount of money, that was from all accounts available to finance the dirty work, come from? Who had at once the resources and the adequate motive to put it up? These questions have not been answered yet. Every right minded person will hope that the whole miserable mystery will yet be laid bare, and brought home to the really responsible parties, whoever they may be.

THE "BIG STICK" WINS.

That Premier Bowser's "big stick" is all powerful within his party organization, has been sufficiently demonstrated by the trend of party opinion as expressed by the Government press of late, when compared with the insurgency, if not open mutiny, voiced for some weeks after the shock and resultant panic of the by-elections. Even the Victoria Week, which called upon the Conservative party, with a big "C," to save itself by recognizing the elections as virtually a condemnation of the Government and its policies, has been bludgeoned, not only into acquiesence, but into positive acclamation of the Bowser leadership and management. "The Government has received no mandate for new legislation of an important character," and ought to announce the abandonment of all contentious legislation and a dissolution as soon as the voting of supplies and other necessary business can be put through the House," declared the Week when the terrors of the by-elections were fresh upon it. Now, after it has been disciplined by the "boss," the Week mildly cheeps: "Premier Bowser has been the subject of much criticism, but, whatever else may be said against him, it can never be denied that he is a man who keeps his promises. Anyone who will take the trouble to check off the items of his political manifesto of December last will see that they are rapidly diminishing. * * * * There is no previous record for important legislation of such an extensive and varied character dealt with in one session of the B. C. Legislature." And this from a Government which had "no mandate" for important legislation, but for "abandonment" of its programme and an immediate "dissolution" and appeal to the people!

COL. ALLISON'S SHARE.

The Meredith-Duff Royal Commission at Ottawa, which, it will be remembered, was strictly limited to an investigation of the fuse contracts awarded to dummy United States companies, has demonstrated that Col. Carnegie, ordnance officer of the original Sam Hughes Shell Committee, has a poor memory, when it comes to recalling certain huge "surplus profits" made by the committee, and that Col. John Wesley Allison, whom Major-General Hughes still continues to swear by, was not in the business of helping to steer fat fuse contracts, past Canadian manufacturers, to his American friends, for his health! Evidence given before the Commission on Friday last brought out that the gallant Colonel's share of a million dollars "easy money" divided up by the "pals" on both sides of the line was an even half of the $450,000 commission put in the name of B. F. Yoakum, New York. Col. Allison's "value" to the American manipulators of fuse contracts, which enabled him to draw down this fat rake-off, and an additional bonus of $20,000 or $25,000 which Mr. Yoakum swore he paid Col. Allison as a "good investment" for his "experience," was, of course, the Colonel's close personal association and "pull" with the Canadian War Minister. We can understand why Col. Allison should be a warm friend of Major-General Hughes, Minister of Militia; but we can not so easily perceive why Sir Sam should bristle every time Col. Allison's name is mentioned and reiterate, with unnecessary heat and unction that Col. Allison "has more honor in his little finger than Auditor-General Fraser" (for instance, who has shown that he has no very high opinion of Col. Allison) "has in his whole body."

It has come out, as a sort of by-product of the alleged election frauds inquiries at Vancouver and Victoria, though denied since, we believe, by Mr. Bowser, that the notorious John L. Sullivan, proprietor of the Irving Hotel, Vancouver—who has figured as the chief mobolizer of Government "plugging" witnesses from Seattle's "tenderloin,"—had an interview with Premier Bowser, at Kamloops, last winter, about two weeks before the by-electiens! A dictagraph record of the alleged conversation between the two Napoleons on that auspicious—not to say suspicious—occasion would have distinct historic value, at the least.

In replying to the suggestion of the News-Advertiser that the Omineca Herald, in its severe strictures of the Bowser Government's land policies, was actuated by partisan hostility, the editor of that paper, as quoted in these columns last week, said of himself: "He has never cast anything but a Conservative vote in a Dominion or Provincial election." That is significant of the great awakening that has come to the people of the Province generally irrespective of previous party affiliations—an awakening that will sweep this Government irresistibly from power, in spite of all its strenuous efforts to hold on, just so soon as the people get their chance at the ballot box.

THE SHIPBUILDING BILL.

Following is a report embracing the most important and telling portions of the speech made by Mr. H. C. Brewster, Liberal leader, in the Provincial Legislature, last week, on the Government's Shipbuilding Bill, which will well repay persual by any one desiring to get a just, critical estimate of the measure and of its suitability, or otherwise, in the present circumstances of the Province, to achieve the object aimed at:

"Accepting the Government's position that exceptional conditions demand attention by this Legislature to bring about prosperity in industries now stagnant, we must inquire how far we are in a position to assume new responsibilities. I know, as we all do, the necessity for something being done to bring about production in the Province, and I take second place to no one in my desire that production shall be increased. But this bill puts upon the treasury another very serious burden, and I ask the House to consider whether the financial condition of the Province is such that we can assume this without doing great injustice to the general taxpayer.

A Federal Matter.

"In the first place, it seems to me that the Province is unnecessarily stepping into a field that rightly belongs to the Federal power, and in the second place that this is not an opportune time to launch out into such a programme, with weakened financial resources. In this connection, we must anticipate tremendous demands that are to be made and that will be made upon our treasury in the immediate future. We commenced with an elaborate railway programme, which has been developed until to-day we face some very serious obligations. We have learned from the Minister of Railways that we have already paid out $316,000 for one railway which has defaulted in its payments of interest, and no doubt other payments will have to be made. Then we have learned through the press in the last few days that another railway has been at Ottawa begging for a grant which will enable it to pay interest on its bonds. * * * * We have the statement of the Dominion Minister of Finance that the Province of British Columbia must assume its own obligations in regard to the interest on Government guarantee of bonds so far as the C. N. Pacific is concerned, and requiring our share of $4,500,000, commencing next July.

Huge Obligations and Deficits.

"That, taken into consideration with the fact that in the present year we are exceeding our revenue by something like six million dollars of expenditure, shows that our financial condition is not a healthy one. If we were wise and did as any private businessman would, we would not undertake to make expenditures or assume obligations that we could not meet. These things must be considered when we propose to give aid to another industry, which, if established and maintained in the same manner as the railways we have guaranteed, will mean great distress in the Province in the future. It is not only that we have this deficit being incurred with our eyes open and, say, two millions in interest on bonds, but we have been accumulating these unhealthy conditions and piling up a tremendous public debt, and we are told by the Prime Minister that it is the intention of the Government to grant further aid to the P.G.E. to the extent of $6,500,000."

Present Conditions Abnormal.

Concluding that lumber, with possibly some pulp and paper, is practically the only product we have to export at this time, Mr. Brewster continued: "Instead of building ships, we would be wiser if we went along the line of using the ships we could get to develop the lumber trade. The member who moved the second reading (Mr. Thomson) spoke of the tonnage destroyed and others of the high freight rates now obtainable. If we were going into the shipping business, we would not consider abnormal conditions and existing high rates, but would have sufficient business acumen to base plans on normal conditions and rates. There is an interned tonnage running into a large amount, and considerable tonnage commandeered, and, while the destruction of tonnage has been great, what I might call the birth-rate, of ships has greatly exceeded the death rate, so that to-day we have probably a greater tonnage afloat than before the war started. At the close of the war all the interned and commandeered tonnage and the increase I have spoken of will at once enter into competition for business.

Conditions May Greatly Change.

"You may say we have a lot of wheat to move, but I am not sure that it will move immediately. The warring nations have accumulated large stores of wheat which they must get rid of before bringing in more. This would apply also to steel and the transportation

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THE PACIFIC CANADIAN

Published every Friday from the Offices, 761 Carnarvon Street, New Westminster, B. C., by the PACIFIC CANADIAN PRINTING & PUBLISHING CO., LTD.

GEO. KENNEDY, - - Editor and Manager

Subscription Prices;—$1.00 per annum [in advance]; 50c. for six months; 25c. for three months; 10c. per month; 5c. per copy.

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HERE AND THERE.

Peter Annance, prosecuted by the Liberal organization of Vancouver for attempting to induce persons to commit personation at the recent by-election in Vancouver, was found guilty by Magistrate Shaw, last week, after the hearing of voluminous evidence, and sentenced to nine months' hard and a three hundred dollar fine, with an additional three months in default of payment. It was significant that Annance, who himself entered the box, absolutely refused to give the name of the "higher-up" from whom he got the instructions and the money, though pressed by the Liberal prosecution. His own counsel objected, and the court upheld the objection. It is only fair to add that Peter has appealed.

Mr. Brewster's strong and well-reasoned criticism of the Government's Shipbuilding Bill, which appears in this issue—which has been supported by representative commercial bodies like the Vancouver Merchants' Exchange, the B. C. Manufacturers' Association and the Harbor and Navigation Committee of the Vancouver Board of Trade—recalls the equally vigorous adverse criticism by the Liberal leader of the Returned Soldiers' Homestead Bill, and the complete vindication which those strictures afterwards received, in the complete remodelling of that measure, owing to pressure, in and out of the House, from Government supporters even—though at first Mr. Brewster was "raked fore and aft" by a too zealous Government apologist, who afterwards acknowledged his error bv backing Mr. Brewster in further amendment of the bill. One trembles to think what a mess the legislation of this session would have been, if it hadn't been for those bv-elections!

Our old friend, Joe Martin—who is known as Joseph Martin, M.P., by his St. Pancras (London, Eng.) constituents—was interviewed, last week, by a representative of the Province, who found "the stormy petrel" of Canadian and British politics "enjoying a period of enforced inactivity in a private ward of the Vancouver General Hospital, owing to an attack of leg trouble, the legacy of an accident of his boyhood days," which has a troublesome recrudesence every ten years. Asked as to his plans, Mr. Martin, evidently with no fear of German subs or Zeps before his eyes, informed the inquisitive newspaper man, cheerfully, that he hoped to be sufficiently recovered by June 1st to "take a trip to the Old Country just to see how things are going on there." Incidentally, he declared his intention of taking his seat in the British House of Commons as representative for St. Pancras. Mr. Martin could not be drawn to express any opinion, while the matters were sub judice, about the various election inquiries going on in British Columbia, but murmured dreamily, according to the reporter: "I wonder where those ten dollar bills came from?" That's what a lot of other people are wondering, too, these hard times. The only people that appear to have "money to burn" (the people's), judging from the way they have been throwing it around in "commissions" (with big "C" and little "c"), increased salaries, pensions, bonuses, Indian reserve deals, stock (live and otherwise), etc., etc., are—the Bowser Government, and the "lambs" of the inner fold.

THE SHIPBUILDING BILL.

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of steel, since the war offices and admiralties have great stores of it for war purposes, and the surplus will doubtless be liberated for commercial purposes. This may not apply as much to timber, and it may be that there will be a great demand for it, say, railway ties. But the Baltic provinces will have this in view, as well as ourselves and there will be keen competition from that quarter, with shorter haul and lower wages.

"The shipping outlook on a shipping basis is not so bright as members might think at the present time. The assembling of machinery means delay, which would be greater in regard to that for constructing wooden vessels than iron ships, it would be a few months between the time a keel was laid and launching, and then a few months before delivery by the builders. Before then the war may have ceased—we trust it will—and tonnage now tied up will again be in the market. These conditions would make me hesitate before I put my own money into the shipping industry to-day, and, thinking that, my duty to the people would make me even more hesitant before recommending that the public moneys be applied that way."

Over-Capitalization the Trouble.

One would think, continued Mr. Brewster, that a great industry like lumbering would take care of itself in the matter of shipping; that concerns commanding thousands of acres of timber lands and great mills would be able to build vessels to carry their products abroad. "But we have in British Columbia a peculiar condition, and one that does not reflect credit on the Government. The lumber industry is suffering because of exploitation, speculation and over-capitalization in the timber resources of British Columbia. Great areas have to be held by millmen to protect their supply, which cripples them to a considerable extent, and lumbermen cannot finance sufficiently to build ships to carry their products. Over-capitalization of timber holdings is having a very serious effect in so far as the extension of business is concerned. * * * * We find timber lands acquired from the Government for $17,900 and capitalized by the same company, as shown in its prospectus, at $633,872. I point this out to show that this over-capitalization, fostered largely by the Government, has brought the industry to a position where it is difficult to finance such a project as the building of ships.

Work for Agent-General.

"We have to face the position as it exists. I think a much simpler method could have been adopted. I do not agree that it is impossible to secure tonnage. We are paying a fine price for maintaining a London office, with our late ex-Premier in charge, and I do not think it would require a great deal of tact or persuasion on his part to secure the release of some interned vessels to assist in moving the lumber which we have to export and which is so much needed over there, provided he understood the business and put every effort into it.

Tired of Bond Guarantees.

"I would suggest that the people of B. C. are heartily tired of bond guarantees. We were told when the railway guarantees were first brought down that we would not have to pay a cent of interest. We find now that no dependence can be placed on such promises. It is the part of wisdom to see that we are not entangled in any further guarantees of any kind. If tonnage is necessary to move the only product we have now, I would suggest that it would be possible to issue short term bonds, which would be very readily taken up in Canada, and use these for the purpose of advancing to those interested certain sums of money directly for the construction of the class of vessels they require, but so protected that the taxpayers cannot possibly be called upon to meet any charge. We should have a mortgage not only upon the vessels but upon the other assets of the man or company we assist."

Another fault of the Government bill pointed out by Mr. Brewster was the proposal to give the Commissioners under the Act power to act as managing directors of ships until loans were repaid. He himself would not build a ship under those conditions. The failure or the success of a shipping business was in the management.

Iron Resources Undeveloped.

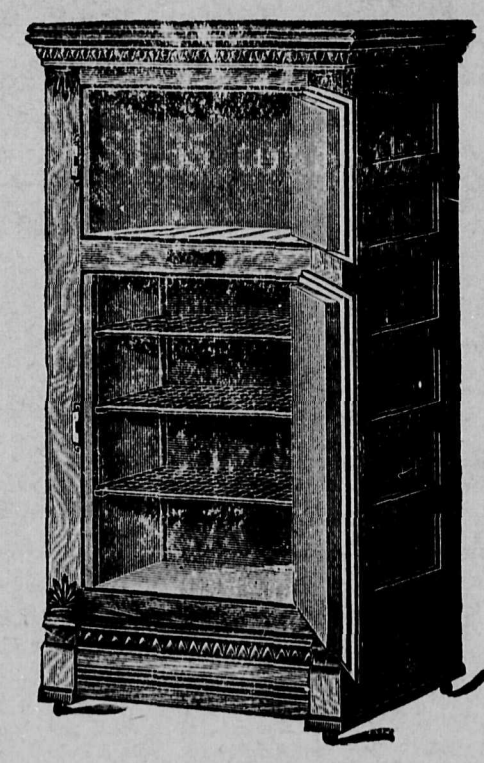
Mr. Brewster said he had been speaking on the assumption that wooden auxiliary power ships were the ones to build for the lumber trade. "But," he added, "it is a further commentary upon the business inability of the Government that, with all the iron and coal, limestone and everything that goes to make a great steel industry in a Province, we having nothing of that nature. We have ore of proved value on Texada Island, proved by the construction of two vessels of the United States navy from it, adjacent we have the limestone and other fluxes, and across the water unlimited measures of good coking coal, and yet with all this we are asked to-day to go into the makeshift of building wooden ships. It is provable that the wooden ship is a makeshift, that its engines have to propel through the water a greater weight than have those of steel ships. great an anomaly as that may seem, and that there is a loss of energy and carrying capacity.

"This bill is not the bill required at this time, for it is not a bill under which many people would care to work, and certainly it is not a bill which will satisfy the lumbering industry, inasmuch as assisting them to move their product. I do not propose to oppose it at this stage, however, but will allow it to go to committee and see if we can whip it into shape. But no matter what is done, it is the duty of the Government to see that it is so hedged about with safeguards as that the taxpayers shall not be called upon to pay a cent."

"PURGING" THE LISTS.

At the Court of Revision, before F. C. Campbell, Government Agent, which sat in this city, Monday, to hear objections to names on the Provincial voters' lists for the ridings of New Westminster, Delta, and Dewdnep, 243 names were removed from the city list, 59 from the Delta list, and 63 from the Dewdney list. The city Liberals were represented by R. C. McDonald and D. Douglas, President and Secretary of the local Liberal Association, while C. D. Peele and Mr. Cave-Brown-Cave appeared for the Conservatives. Lieut. F. J. MacKenzie, member for Delta, was also present, and spoke of the necessity of purging the ists. As usual, nearly all the purging, especially of the city list, was done at the instance of the Liberals. A number of names of absentees reported as having enlisted were allowed to remain on the lists.

A rather amusing attempt to "purge" the Delta list, backed by the gallant military member, who evidently doesn't know all his constituents, was in the case of Fdward John Inman, objected to by Ed. Wade, for the Conservatives, as "dead." The Liberals had no difficulty in showing that Mr. Inman was a very much alive resident of South Westminster, who visited this city every day in his business as milkman. Lieut. MacKenzie's party also tried unsuccessfully to 'purge" the Delta list of one of the oldest residents of Langley, Mr. Wm. Murray.



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Mr. J. S. Cameron, of the Merchants' Bank staff, son of Mr. J. S. Cameron, of the local postoffice staff, has enlisted with the 196th, Western Universities, Battalion.

Mr. D. D. Burnett, a well known old timer of New Westminster, who has three sons on active service, answered the call himself, this week, by joining the 131st.

Mr. W. E. Morrison, formerly of the staff of the Columbian, this city, recently took over the management of the Lillooet Prospector, which paper he has greatly improved in every way, making it a bright and newsy sheet.

We are still doing business at the old stand. If there is anything we can do for you in the plumbing, heating or sheet metal line, 'phone 586. Mannering & MacKenzie will give your needs their immediate attention.

The City baseball team defeated Fraser Mills in a league match at Queen's Park Tuesday evening, by the score of 4 to 2. Last week the City team was beaten by the B.C.E.R. Wilson and Stoddart were the battery for the City team, Tuesday, and Horn and Lang for Fraser Mills.

The marriage took place last Friday at St. Andrew's Manse of Miss Nellie Findlater Stuart, of the staff of the Royal Columbian Hospital and Mr. David A. Dean, of Vancouver. Rev. F. W. Kerr officiated. The bridesmaid was Miss Annie Tawse and the groomsman Mr. J. W. Grant. Mr. and Mrs. Dean will make their home in Vancouver.

A well known and prominent Native Son of the Royal City, Mr. Alfred H. Johnston, of Johnston Bros.' Shoe House, enlisted, this week, in the 196th, Western Universities Battalion. Mr. Lawrence Lake, of Ald. J. J. Johnston's office, has also jolned the same Battalion. Mr. Ed. H. Johnston, a brother of A. H., married and with one child, joined the 131st Battalion about two weeks ago.

The latest from the "Mexican front" is that Villa is in safe retreat, where he has about recovered from his wounds—if he lost a leg, he has grown another—and is now "stumping" the country raising another brigade of brigands to undertake a new raiding enterprise across the border. The American punitive expeditions after the perpetrators of raids Nos. 1 and 2 have yet to report "unfinished business."

Pte. Henry Wilfred Hatt-Cook, well known in this city and the Fraser Valley as a cattle dealer and auctioneer, was killed in action at the front on May 3rd, while with the 7th Canadian Battalion, it is announced. He enlisted about a year ago with the 104th Regiment, and was sent to the front with one of the reinforcement drafts from the 47th Battalion. He was a native of Leeds, Eng., 31 years of age, and is survived by his wife, who lives at Highland Park, Burnaby, and by his parents.

"Old Times" Revived.

The lecture, entitled "A Trip to Cariboo," given by His Honor Judge Howay, Monday evening last, in Knox (Presbyterian) Church, Sapperton, under the auspices of the Ladies' Aid of the church, proved a most interesting and instructive entertainment. The lecture, which was historic in its character, took the audience from Victoria to Cariboo, via New Westminster, the Fraser, and the famous old Yale-Cariboo wagon road, in the early sixties. It was admirably illustrated by magic lantern views reproducing historic characters and scenes, including portraits of the late Sir James Douglas, Sir Matthew Baillie Begbie, and Hon. John Robson, and views of Victoria, New Westminster, Sapperton, Barkerville, etc., as they were in the old days. Rev. Mr. Thompson, pastor of Knox Church, managed the slides like a moving picture artist, and the judge wove the historic-romantic setting for the scenes out of his unrivalled store of British Columbia historical lore. Mr. Speedy varied the proceedings with a song. There was a good attendance, and the appreciative audience contributed some $14 to a collection for the work of the Ladies' Aid.

Business and the War.

"It's a long way to Tipperary," we are assured in the popular song. In ordinary circumstances, it's a long way from New Westminster to Paris, but the distance has been spanned by so many of our sons in the firing line "somewhere in France" that the time or space intervening count but little. A striking illustration of how the war incidentally is making Canada and the Old World near neighbors was furnished by the presence in this city, the other day, of an agent from France, representing a new French welding process, known as the Castolin Welding Process, with headquarters in Paris. The principle of the new and improved process is the welding of metals at a very low heat—cherry red—by means of chemically varied fluxes for different metals, with the result that crystalization and consequent impairment of the metal in the vicinity of the weld is obviated, in fact, made stronger than before.

A representative of The Pacific Canadian by chance met the agent of the above described process at the Westminsaer Iron Works, where he placed an order for a plant and outfit. The interesting fact was elicited in conversation that the agent, P. M. Pigueron, who was in Canada for some years before the war, arrived back in France, with his wife, on a visit, just four days before the war broke out, and, after serving in the trenches some eight or nine months, and putting in five months in hospital from wounds, was back in Canada again, released from further military service. Agencies for the Castolin Welding Process, Mr. Pigueron says, have been established in both Montreal and Vancouver, his headquarters in Canada being the Franco-Canadian Mercantile Co., Vancouver.

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The Queensboro Dyke.

The ratepayers and residents of Queensboro, that industrial portion of New Westminster City situated on Lulu Island, have memorialized the Mayor and Council upon the subject of the inadequate protection afforded to that part of the city by the dyke, in its present more or less damaged and deteriorated condition. Since 1911, it is recited, repeated representations have been made to various succeeding Councils on the insufficient protection afforded by this dyke, and, with the probability of unusually high water this summer, the necessity is emphasized for immediate and effective action to obviate serious damage, public and private. The memorial suggests that, in such circumstances, the land could not be assessed at the present high figure of $1,500 per acre. The matter was referred to the Board of Works to report.

City Municipal Matters.

At Monday night's City Council meeting, Ald. Bryson, in correction of a press report in regard to recent action by the Council for the protection of the city water supply, explained that the Council had not taken action to compel the B.C.E.R. to complete the job of clearing submerged land around Coquitlam Lake, but to ascertain why the company did not finish the job.

The Council adopted the recommendation of the Water Committee that irrigation be permitted this season from 6 to 8:30 p.m. only. Irrigation permits, for which there is no charge, must be taken out by those desiring to irrigate, and may be had on and after Monday next.

It was decided, on recommendation of the Board of Works, to lay a wooden sidewalk on the west side of Columbia street, from Cumberland to Keary, at a cost of $500, and also to repair the late flood damages to Columbia street at the Glen.

An Up to Date Laundry.

The ordinary man or woman who has to avail himself or herself of the services of one or other of the modern steam laundries with which New Westminster is provided has probably a rather vague and imperfect idea of just what an up to date laundry is like, the extent and cost of its plant, number of hands employed, mode of operation, etc. A casual view, last week, of the Royal City Laundry, whose management are more than willing to show visitors through the institution, warrants the assertion that such an inspection is well worth while. Occupying two floors of a new, specially constructed, large, roomy and well lighted and ventilated building on Royal avenue, below Eighth street; equipped with the latest machinery for every process—washers, wringers, mangels, electric ironers, automatic delivery driers, and other ingenious labor saving davices too numerous to mention, not overlooking a machine which does the Chinese mouth spraying act — representing an investment for the machinery alone of $15,000; manufacturing their own soap and generating their own electricity on the premises, with the aid of the big power plant in the basement, that energizes the whole institution; and employing over thirty hands, the majority of whom are women and girls, the Royal City Laundry may certainly be classed as one of the best appointed and most useful and interesting of our local industries.

City Market.

The weekly market to-day was marked by a good supply in all staple lines, with a good attendance of buyers and brisk trading. There were no changes in prices to note from last week. Young chickens and young ducks were rather short in supply, selling at 25c and 35c respectively. Potatoes still registered no demand.

The Bowser prohibition referendum bill—extending time to come into effect to July 1st, 1917, without other compensation—was expected down yesterday, but did not come.

Royal City Laundry
We make a special rate for
Family Washing
Deliveries both ways
WHITE LABOR ONLY
Electric. Ironing and every modern appliance
ROYAL CITY LAUNDRY CO.
Phone 183. 814 Royal Ave.

Mrs. Agnes Wiggin, photographer, has removed to 513 Westminster Trust Building, Columbia st. Child portraiture a specialty. Phone 285. *

Capt. J. P. Bilodeau is in the city, visiting his parents, Mr. and Mrs. P. O. Bilodeau, Carnarvon street. He expects to leave shortly on overseas service. He is attached to No. 2 Field Ambulance Training Depot, Montreal.

The New Westminster Retail Clerks' Association will meet in the Council Chamber, City Hall, this (Friday) evening at 8 o'clock, to hear a report of the conference held in Victoria, Monday, between representatives of the retail merchants and clerks of this city, Vancouver, and Victoria, and Premier Bowser, on the question of a compulsory half holiday.

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per doz.....85c
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KNOX SPARKLING or ACCIDULATED GELATINE, per package...15c
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Salad Dressings
MRS. PORTERS, at per bottle.....15c and 30c
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PURE GOLD SALAD POWDER, 2 pkgs. for 25c
Pudding Powders
Easy to make Custard, Chocolate, Tapioca, 2 pkgs. for.....25c
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The Sale of the Season!
Misses and Women's Suits and Coats 33 1-3 Discount
The Brightest and Best of the Season's Models in splendid quality Cloth Coats and Suits selling at a saving of 1-3 on every garment.
NEW SUITS that were $21, now $14.00
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NEW COATS, regular $10, now $8.00
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Phone 57. 701 Columbia Street

LOCAL LEGISLATURE.

Opposition Members Criticise Ill-Designed Shipbuilding Bill — Obedient Majority Protects the Government Against Criminal Prosecution.

The Workmen's Compensation Bill was before the House, in Committee of the Whole, Monday, May 8th, Mr. Ernest Miller (Grand Forks) in charge, though the bill is sponsored by Premier Bowser.

Mr. Williams asked whether a boy working in the coal mines could receive compensation.

Mr. Miller said any minor would be entitled to compensation, and a subsequent section provided that the increased earning capacity which would have come in later years might be considered by the board in arriving at the average earnings of a worker under twenty-one who was injured.

Mr. Williams pointed out that the bill applied to a worker "working at an age and in an employment permitted under the laws of the Province." Boys under fifteen were prohibited from working in or about a coal mine.

Mr. Miller said the bill did not go so far as to cover a prohibited employment. If there was such a statute, it should be carried out or else amended.

Mr. Macdonald called attention to the fact that, while farm laborers were to be excluded from the benefits of the act, in this Province many farm operations were so carried on as to give a chance of injury through blasting or the use of donkey engines. He asked if men so injured would come in.

Mr. Miller considered they would, as handling explosives or operating engines. He remarked that the only argument he ever heard against the inclusion of farm laborers was the difficulty of administration and of levying an accident fund on the employers.

Mr. Macdonald asked if domestic servants were included as well as farm laborers in the United Kingdom, and Mr. Miller replied that they were.

The Shipbuilding Bill.

R. H. Pooley (Esquimalt), resuming the debate on Shipbuilding Bill, complimented the second member for Victoria (Mr. Thomson) on the "full, lucid and exhaustive" explanation of the bill, in which he, as a business man, had handled a business proposition in a business way. Mr. Pooley congraulated the Government upon "the most important bit of legislation ever brought down in the House," and for having unravelled a difficult problem in an excellent manner. The result of the proposals made would be to bring back to the lumber mills the trade stolen from them by their business rivals to the south, and re-establish a mercantile marine in these waters. The business must be put on a substantial footing. It might be contended that the lumbermen should do for themselves what the Government proposed to help other people to do for them, but the answer was that the Province was a partner in the lumber business through royalties.

It was practically impossible, Mr. Pooley said, to start the building of steel ships to-day. The mills were busy making munitions and had not time to make or deliver plates. What should be done was to start with wooden ships, and the building of steel vessels would follow quickly.

A. H. B. Macgowan (Vancouver) also looked upon this as one of the most important bills ever introduced in the House, because of the necessity at the moment. That a great maritime province should be going down steadily in its exports and its general shipping business, was a shocking thing. He was not sure how the bill would work out, but anyway it was an attempt to do something, and in committee it could be improved. The great increase in marine rates had drawn away shipping from these ports.

Brewster on the Bill.

Mr. Brewster, Liberal leader, moved the adjournment of the debate, and, when the House resumed next day, Tuesday, May 9, gave an able and statesmanlike exposition of the subject and criticism of the Government proposals in the bill, from the standpoint of a man thoroughly familiar with the shipping industry and havtng a knowledge of the lumber industry and the causes of its depressed condition at the present time. As the question is one of the most vital importance, industrially and financially, to the people of British Columbia, at this time, and Mr. Brewster dealt with it in a characteristically thorough and informing manner, we reproduce his remarks rather fully on another page. They will well repay careful persual, especially in view of the serious condition with which the Province is now faced in having, on top of other heavy financial burdens and deficits, to meet the enormous defaulted sums for interest, growing out of the Government's reckless railway guarantee policy.

Michael Manson (Comox) looked to the provision of tonnage on the sea to save the Province from having to pay guarantees of interest on the railways, bringing traffic to these which would enable them to pay the interest themselves A sound shipbuilding policy would do more than anything else to make the railways pay.

Parker Williams' Views.

Mr. Williams was of opinion that, as the promises regarding railway guarantees made in 1910 were misleading the same might be expected in regard to any shipbuilding guarantee promises. He saw promises and guarantees in two-year cycles—1910, 1912 and 1914 for railways, 1916 for shipbuilding and heaven knew what for 1918 if the Bowser Government stayed where it was. Members on the other side could see a great market for our lumber if we had the ships. Where did the lumber come from now? Did anybody fancy that the world was waiting for it, going without because British Columbia did not send? It was being shipped from Washington and other American points The member for Comox expected that if we had ships we would at once get this trade, but history showed that always when a trade rival entered the field those who had the business put up a stiff fight to hold it. As to the European market, he also differed from the members opposite. The rebuilding of the towns and cities of Belgium, France and Poland would not commence the day after war closed from a great reserve fund, but would have to be carried on slowly from year, to year out of the wealth accumulated by the work of the people day after day. The wonders in a trade line which were to follow the war were about as hopeless a fiction as anyone ever hugged to their bosom.

An Ill-Designed Measure.

At the session of Wednesday, May 10, M. A. Macdonald (Vancouver), who had moved the adjournment of the debate at the previous sitting, resumed the discussion on the second reading of the Shipbuilding Bill, which he pointed out did not meet the views of any of those who were supposed to be benefitted by it. It would not help the lumbermen, he said, nor meet their needs, and it was just as little use to the shipbuilding plants in existence, which would not receive any aid, while speculative concerns could be started up and get the full extent of the assistance which the Government proposed to give towards the establishment of plants. Hence, Mr. Macdonald concluded, the suggestion put forward by the leader of the Opposition should receive the serious attention of the House; that is, that the Government should lend the assistance and credit of the Province to the lumbermen to enable them to obtain necessary facilities for shipping their products abroad. If the Government advanced its credit to the lumbermen it would have ample security, because the lumbermen have other assets upon which security could be taken, but as the bill stood there was not ample security. Instead of the Government's proposals, a beginning should be made along safe and sane lines with the aim of providing tonnage to carry lumber.

The second reading was carried.

Lively Tilt re Nurse's Bill.

The Nurses' Bill was taken up in committee once more, and a move was made to reconsider the amendment which Dr. Young had placed in the bill when last under discussion, placing the by-laws and regulations of the proposed association under control of the doctors.

Dr. Young strenuously opposed going back upon what had been done. He declared himself in favor of the bill, but told the House the medical profession must be left in control of the nursing profession. He paid all honor to good nurses, but reminded the House that it was the doctor who was responsible for the patient. He said he could give instances where nurses had left cases and endangered the lives of patients.

H. H. Watson (Vancouver), who is in charge of the bill, did not think that Dr. Young, not having practiced for many years, was au fait with what the profession desired.

Dr. Young retorted that a man need not be in active practice in any profession to have a lively interest in it, and to be thoroughly au fait with it and its needs. Whatever feeling existed in Victoria and elsewhere against nurses was due to the actions of a number of irresponsible nurses.

The Premier supported the proposal to reconsider the section.

Mr. Williams contended that nurses were an adjunct to the medical profession, and the doctors should have a word in the framing of their rules and standards.

Mr. Watson held that the presence of two doctors on the Council of the Association was sufficient guarantee to that profession that the nurses belonging to it would be competent and that any misdemeanors would be punished.

A vote was taken, and resulted in 19 in favor of reconsidering Dr. Young's amendment, and 9 against.

A large part of the time of the House in the session of Thursday, May 11, was taken up in committee on the Nurse's Bill, during which the genial H. H. Watson (Vancouber), who has the bill in charge, received a severe castigation from Dr. Young, for not "observing the amenities of debate," the aforesaid Vancouver member having had the bad taste to suggest that Dr. Young had not kept up to date in the medical profession.

Bowser Takes Sanctury.

The sitting of Friday, May 12, was made memorable by the introduction by Mr. Brewster, Liberal leader, of his resolution calling upon the House to declare that the facts set forth in the preamble—showing the Government to have committed an offence under the Criminal Code in illegally paying over to the P. G. E. Co. all the guaranteed moneys, when only a portion of the work had been done—"be laid before His Majesty's Attorney-Geueral, with a direction that every person concerned in the offences aforesaid be forthwith prosecuted according to law."

In support of his resolution, Mr. Brewster briefly reviewed the history of this piece of McBride-Bowser railway legislation and made a telling arraignment of the Administration in having illegally paid the P.G.E. Co. an excess of some $6,753 000.

Mr. Bowser sidestepped in the meantime by moving the adjournment of the debate. When the House resumed on Monday, May 15, the Premier and Attorney-General, like the German Chancellor in regard to the violation of Belgium, admitted he had done wrong—in his own euphemistic expression, had not "hewn strictly to the line"—but, like his Hun exemplar again, pleaded justification in the circumstances that the contractors were broke and wonld have gone into bankruptcy, and the Province having reached the "soup kitchen stage," large relief work was needed, so the Government put up the money.

The obedient House, of course, at the word, protected "His Maiesty's Attorney-General" from the necessity of instituting criminal proceedings against himself by voting down Mr. Brewster's resolution—the full Government vote against the four Oppositionists.

Mr. Brewster moved, later in the sitting, for a Roval Commission of judges to investigate P.G.E. matters.

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Water Notice.

(Diversion and Use)

TAKE NOTICE that Isabella W. Irwin, whose address is R.R. No. 2, New Westminster, B. C., will apply for a license to take and use one half cubic foot per second of water out of an unnamed stream flowing out of a spring on Lot 17, D. Lots 3, 45, 108, Gp. I, N.W.D., which flows southerly and drains into Brunette Creek. The water will be diverted from the stream at a point on Blue Mountain road where it leaves Lot 17, and will be used for domestic purposes upon the land described as N. 1-2 Lot 44, D. Lots 3, 45, 108, Gp. I., N. W.D. This notice was posted on the ground on the 24th day of April, 1916. A copy of this notice and an application pursuant thereto and to the "Water Act, 1914" will be filed in the office of the Water Recorder at New Westminster, British Columbia.

Objections to the application may be filed with the said Water Recorder, or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B. C., within thirty drys after the first appearance of this notice in a local newspaper.

The date of the first publication of this notice is May 5, 1916.

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per J. W. Irwin,
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