Two Hours In Session

Local Legislators Close an Uneventful Week With A Half Holiday.

Kootenay Central Bill Provokes Differences of Opinion ---Routine.

Minister of Finance Gives Evidence Before Special Committee.

Yesterday was an exceptionally uneventful day in the local House, differences of view as to details in the Kootenay Central Railway Bill alone provoking controversy. There was a clearing of the order paper by passage of routine measures of various kinds, and the members were able to take their departure from the forum by 4 o'clock.

The Railway committee presented its 10th and final report, stating the preamble duly proved of the Nicola, Kamloops and Similkameen Coal & Railway Company. A bill to amend the Poisons Act (Oliver) and a bill to amend the Mutual Fire Insurance Companies' Act (Prentice) were introduced and given first readings. The Port Simpson General Hospital Incorporation Bill took its third reading, and the South African War Land Grant Act Amendment Bill was considered for one brief moment in committee, a progress report being presented in consequence of the member for Rossland desiring to introduce amendments.

Upon the House going into committee upon the Police and Prisons' Regulation Act Amendment Bill, the Attorney-General introduced a new section restoring to the superintendent of police, the supplementary office of warden of jails, taken away by ill-advised legislation of 1899. Hon. Mr. Eberts explained that there was no intention of creating a new office or of interfering with the present efficient superintendent of police, Mr. F. S. Hussey. The amendment was unanimously agreed to, and the bill reported.

The New Westminster Act Amendment Bill was also passed through committee and reported complete without amendment.

The Kootenay Central Railway Company Bill was presented for second reading by the Attorney-General, who explained that the intention of the measure was to remove certain ambiguities in the incorporation bill of 1901, the Railway committee having recommended that legislation be initiated by the government. The bill had been drawn to conform with the model railway act, and the railway to be built would open up an especially promising mineral and agricultural region, the road being projected to run from Fort Steele to Elko and from Fort Steele to Golden.

Mr. Gilmour heartily approved of construction of the lines in question, but disapproved of the method of favoritism shown in behalf of the Railway Company. If the House made rules, as for the deposit by railway companies of $5,000 as a guarantee of good faith, it should stick by them.

Mr. Houston held that the bill as drawn did not conform with the Model Railway Act, but anticipated that this might very well be remedied in committee.

The bill was given second reading and went into committee, where a hard fight was made against it, on the ground that it did not conform with the terms of the Model Railway Act, granting as it did subsidiary powers. The section dealing with these was eliminated and the bill reported complete with amendments.

Then the bill to incorporate the Kootenay Development and Tramway Company (Green) had its second reading unopposed, and was committed with Mr. Kidd as chairman. The committee rose, reporting progress.

Next came the third reading of the Quatsino Railway Bill, the Supreme Court Amendment Bill—Mr. McPhillips getting in his amendment to the effect that the provisions of section two shall not apply unless their be danger of irreparable damage being done—and the Companies' Winding-up Act.

Everything else "stood over," Mr. Curtis incidentally mentioning that he proposed to bring in another bill making it improper for members to accept passes.

The House rose until Monday very shortly after 4 o'clock.

A QUESTION ANSWERED.

Mr. Tatlow asked the Chief Commissioner of Lands and Works:

What are the names of the tenderers and amounts of the tenders received for all work and furniture in connection with Government House, and to whom were contracts awarded?

Hon. Mr. Wells replied:

For work of construction:

R. Drake (awarded)	44,764 50
J. Coughlan	47,500 00
T. Cutterall	49,300 00
Victoria Brick Co., Ltd.	54,038 00
M. Humber	57,432 00

For furniture:

Weiler Bros. and D. Spencer, 7½ per cent on sterling cost (awarded).	

Heating:

J. Coughlan	$ 4,200 00
C. M. Cookson (awarded)	4,975 00
Leck & Co.	4,980 00
J. H. Warner	5,296 50
J. Colbert	5,350 00
A. Sheret	6,417 00

NOTICES OF MOTION.

By Mr. Tatlow—Questions the Minister of Finance:

1. What was the amount of the overdraft on April 30th, 1903?

2. How much has been expended on the New Westminster bridge up to April 30th, 1903?

3. How much has been received on account of loan to April 30th, 1903?

Mr. Curtis to move:

Whereas bill No. 16, which confirms the Order in Council of 18th March, 1902, cancelling the Crown grants of lots 4,593 and 4,594, group 1, Kootenay district, containing about 625,370 acres, the proposed grantees therein named being the Columbia & Western Railway Company, has been laid before His Honor the Lieutenant-Governor and his immediate assent thereto recommended by the Hon. Premier:

And whereas, as stated in the instructions issued by the Governor-General in Council (Canada), dated 29th November, 1882, "the power of veto by the Crown is now admitted to be obsolete and practically non-existent";

And whereas instead of vetoing or assenting, the Lieutenant-Governor has the power of reserving a bill for the assent of the Governor-General, and it is stated in said instructions that "he (the Lieutenant-Governor) should do so in his capacity as a Dominion officer only, and on instructions from the Governor-General";

And whereas, "The Dominion Executive hold it to be at variance with the principles of constitutional government for a Lieutenant-Governor to reserve a bill for the pleasure of the Governor-General" which is "entirely within the legislative authority of the provincial legislature and in which no Dominion or Imperial interests are involved"; (Todd's Parliamentary Government in the Colonies, 2nd Ed., pp. 517-518)

And whereas bill No. 16 comes strictly within the class that ought not to be reserved, and is of the class that the Dominion authorities for the very same reasons have repeatedly refused to disallow as they did refuse in the case of the Railway Lands Timber Royalty Act, 1901, which was duly assented to by His Honor the present Lieutenant-Governor, the Dominion authorities basing their refusal to disallowance on the grounds stated by the Hon. Minister of Justice that the Act dealt only with matters undoubtedly within the legislative authority of the province and not affecting any matter of Dominion authority," thus furnishing a recent and pointed precedent for assent being given to this bill No. 16:

And whereas the grantees mentioned in the Crown grants never had, under the Subsidy Act, under which they purported to be made, or otherwise, any legal, just or moral claim to the lands therein mentioned:

And whereas many pre-emptors, land purchasers, timber licensees and others are threatened, and in some cases are being harassed, with law suits and injunctions through the claim of the Columbia & Western Railway Company, under the said Crown grants, and are suffering great loss and damage, and settlers and prospectors, to the great detriment of the province, are deterred from making locations:

Therefore, be it resolved, That in the opinion of this House the Dominion authorities are not justified in instructing His Honor the Lieutenant-Governor to reserve said bill No. 16; that it is highly in the public interest that assent should be given to the bill at the earliest possible moment; that the House approves of the policy the Hon. Premier is pursuing in not asking for supply until such assent be given, and that the House pledges its support to the Hon. Premier in requesting, as he has requested, immediate assent to bill No. 16.

Mr. Curtis to ask the Minister of Finance:

1. What railway companies are assessed and liable to pay taxes at present on their property used for railway purposes within the province? What is the mileage within the province of each railway so assessed, the total amount of assessment, the rate of taxation and the amount of tax payable this fiscal year by each such railway?

2. What railway lines in the province are exempt from taxation and how many years to come?

3. What is the fair actual value of the property within the province used for railway purposes owned by each of said railway companies? And if assessed on the same basis as other owners of real estate, what would the total assessment and what the taxes for the present year the province would be entitled to?

4. If the government had not the information asked for in question 3 as to the value of any particular railway, what are the proportionate value of its property in B. C., based on its total mileage and its mileage in B. C., taking the value to be the capital cost as given in the report of the Canadian Minister of Railways, and what on this basis would be the total assessment and what the total amount of yearly taxes payable?

5. Is it the intention of the government to increase the present assessment basis of $3,000 per mile of railway to a higher basis?

6. If not, why not?

Mr. Curtis to ask the government:

1. Is the government aware that the contractor or architect is allowing aliens to do decorative work on Government House when there are residents of the province thoroughly capable of doing the work?

2. Will the government investigate the matter, and finding it to be as stated, have such employment discontinued forthwith?

3. Is the government aware that on the new line of railway in the province being extended from or connected with railways in the United States and worked in connection therewith, nearly all the employees on such new lines in the province are aliens brought in from the States under contract in defiance of the Statutes in that behalf?

4. If not, will it investigate the matter and finding it to be so, communicate with the railway companies contravening the law and arrange for a fair proportion of employees on all railways in the province and crossing the international boundary line being Canadians, and failing a satisfactory arrangement being made by the companies, will it put the law in motion to remedy the grievance?

FIFTEEN HUNDRED WORKERS STRIKE

Building Trades in Toronto Paralyzed by Latest Addition to List.

Special to Colonist.

Toronto, May 1.—Seven hundred and twenty-five carpenters, seven hundred builders' laborers and fifteen granite cutters, or about 1,400 men, went out on strike today for higher wages. A joint meeting of the Carpenters' Union last night rejected the employers' offer of 32½ cents an hour. They have been getting 30 cents and demand 35 cents.

TEMPESTUOUS VOYAGE.

Atlantic Liner Damaged by Heavy Seas Which Sweep on Board.

New York, May 1.—The steamer Deutschland arrived today after a slow trip. She was obliged to steam under reduced speed two days owing to gales and tremendous seas which smashed boats and caused other damage about the upper decks.

BEARDING THE LION.

American Consul Runs Foul of Germanic Officialdom With Results.

Solingen, Rhenish, Prussia, May 1.—United States Consul Landeger was fined thirty marks today by the judge of a local court, for disorderly conduct in the court room, where he was present as a witness. Mr. Landeger protested that he was a United States official, and could not be fined in that manner, and the judge sentenced him to three days' imprisonment for continued disorderly behaviour. The consul left the court room without being arrested.

PERIPATETIC OPERATORS.

London, May 1.—Eighty seven members of the London Stock Exchange started this morning from Westminster Bridge on a May Day walk to Brighton Aquarium. Much interest centers in the contest for the stock jobbers had been training for several weeks and considerable money changed hands. The start was effected at 6:30 o'clock. Thousands of persons turned out at every suburb to meet the mud-bespattered pedestrians, whose numbers had been reduced nearly one-half by the time they passed Red Hill, 20 miles from the start. E. F. Broad won, reaching Brighton at 4:05 p. m.

ANOTHER SLIDE VERY PROBABLE

Chief Engineer McHenry Looks For More Trouble at Frank.

(Frank, N. W. T., May 1.—Premier Haultain, of the Northwest Territories government, who spent the day in Frank, and left towards evening for Regina, returned late this evening with news of the disaster, which caused the town to be almost entirely evacuated. Premier Haultain requested the Board of Trade to call a citizens' meeting, to which he stated that on reaching the eastern side of the slide he met Chief Engineer McHenry, of the Canadian Pacific, who informed him he had been watching the mountain carefully all day, and in his judgment there was a possibility, if not a strong probability, of another slide taking place. The matter was regarded of so much importance that Mr. Haultain was not willing to leave without warning the people and providing for their safety. He made arrangements with the railway for special trains to take those who wanted to go to other points, and arranged to have them housed at the various towns. He also announced that the government would be responsible for living expenses of those unable to pay their own way during the time it would be necessary for them to be away.

They took the trains provided for nearby towns to remain until it is certain that the danger is over. The examination to be made of the mountain tomorrow is expected to settle the uneasiness as to whether there is further danger.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is better than other soap powders, as it also acts as a disinfectant.

The Week At The City Hall

Approach of Period When Terminal Railway Commences Earning Bonus.

Company Will Receive Thirty Thousand a Year Way of Bonuses.

Library Plans Competition---An Echo of Trading Stamp Days.

The past week has been a quiet one as far as municipal matters are concerned. The one important development was the action of the council at its regular weekly session on Monday evening last in determining that the competitive system will be followed in selecting plans for the Carnegie library building. It cannot be said that the final decision by the council on the matter meets with unanimous approval, there existing a very noticeable feeling of disapproval at such a course being followed—it being claimed by many that the competitive system has worked very unsatisfactorily whenever it has been tried in Victoria. On Tuesday a meeting of the special committee which has been appointed to arrange the details of the competition will be held, and it will be very materially assisted in its work in having information before it which the Colonist was instrumental in securing—the Colonist's Ottawa correspondent having forwarded very valuable data respecting the manner in which the library plans competition was conducted in connection with the building of a Carnegie library structure at the Federal capital. Mr. Ridgway Wilson makes the suggestion that each architect who intends competing should show in black and white sketches what general idea he proposes to adopt, that an expert should then be asked to pick out the best, the originator afterwards developing it to suit the ideas of the council. Opponents of the competitive system make the prediction that it will be months before a start is made upon the building owing to the long delay which is sure to ensue before a plan shall have been agreed upon and tenders called for.

TRADING STAMP TAX.

A letter from Johns Bros. read at the last meeting of the council revived memories of the days when the trading stamp was a visitor to almost every household. Messrs. Johns Bros. asked for a refund of the tax paid by them for being licensed to issue trading stamps. It appears that when the Dominion Trading Stamp Company conducted an establishment in this city, it was considered expedient to agitate for a heavy tax to be placed upon trading stamp vendors; and agreeing to this suggestion the council sought power from the legislature, and promptly put on a license amounting to $2,000 per year. The firms who were suffering because of the competition of the firms dealing in trading stamps thought that their troubles were over; but the tax did not put the company aimed at out of business. The latter simply said they would refuse to pay the tax, that they would appeal against any conviction to a higher court. During the time the litigation was in progress, the various firms who had petitioned for the imposition of the tax thought it expedient to form a trading stamp company of their own. This was done, and forthwith the city proceeded to collect the license fee from them. This was paid under protest. Shortly afterwards the Dominion Trading Stamp Company withdrew from the city, without having paid the tax. Several times the local dealers forming the company which paid the big license fee have asked the city for a refund of the money, and Messrs. Johns Bros. repeated the request last Monday night. The council, however, refused to further consider the matter, and nothing more will probably be heard of the matter.

INSPECTING VICTORIA TERMINAL.

A determination was reached during the week by His Worship Mayor McCandless to make a trip of inspection, in company with City Engineer Topp, on Thursday next over the Victoria Terminal Railway Company's system, in order to see that the terms of the contract have been lived up to preparatory to the inauguration of the new service on May 11 next. His Worship and Mr. Topp will make the round trip as far as Cloverdale. With the inauguration of the improved service commencing on the date mentioned, the Railway Company will begin earning a nice little sum of money annually in the way of bonuses. Before the new contract was made with the Victoria Terminal Railway Company the Victoria & Sidney Railway Company was receiving $9,000 per annum from the city, and $6,000 from the provincial government. The present company having absorbed all the interests of the Victoria & Sidney Railway, these bonuses, which will run some years yet before expiration, will be paid over to them. Under the terms of the new agreement the city is to pay a bonus of $15,000 per annum for a term of 20 years. Totalling up the various bonuses it will be seen that the company will be receiving $30,000 per annum in aid from the public purse. The city will be called upon to pay its first contribution of $15,000 on the 30th day of June, 1904, and to arrange to hand over a like amount each year for 19 consecutive years.

CORRIDOR CHAT.

On Wednesday evening the council sat as a Streets, Sewers and Bridges' committee, and gave much consideration to the important question of sewerage extension. The council is confronted with quite a serious task in arriving at a satisfactory plan to proceed upon in the work now in hand over in the James Bay district. Before operations have proceeded much farther, it must be decided if the system is to include septic tanks, and upon the settlement of this point rests the matter of levels and main dimensions. The council decided to increase the force of men employed at present, by putting to work every available man in the city. There are at present about 50 men engaged, and it is proposed to increase the force to 100.

The Japanese residents of the city are not to be outdone in their appreciation of the beauties of Beacon Hill Park, and of the necessity of enhancing them whenever opportunity offers. Mr. A. Wanibe having made a donation of plants and bulbs from Mikadoland to the Park committee. The collection is said to be a very choice one, and the gift is much appreciated.

The Chinese bell donated by Lieut. Macdonald will, in a few days, be installed in the provincial museum.

A settlement mutually satisfactory to both parties, is shortly expected in the matter of the claim of John Haggerty against the city for breach of contract for supplying a quantity of stone for the substructure at the new Point Ellice bridge.

The question of handing over the jurisdiction of the Isolation hospital to the Board of Directors of the Provincial Royal Jubilee hospital will be further discussed at a meeting to be held tomorrow evening.

YOU TAKE NO CHANCES.

All druggists and dealers guarantee every bottle of Chamberlain's Cough Remedy and will refund the money to anyone who is not satisfied after using two-thirds of the contents. This is the best remedy in the world for la grippe, coughs, colds, croup and whooping cough, and is pleasant and safe to take. It prevents any tendency of a cold to result in pneumonia.

PARLIAMENTARY COMMITTEE

Ex-Premier Dunsmuir Gives Evidence at Special Session Yesterday.

Mr. Dunsmuir was examined before the Parliamentary Committee inquiring into the subsidy to the Columbia & Western Railway Company yesterday.

In answer to Mr. Oliver, he said he returned about 1st September and was told that in his absence an order-in-council was passed giving the Columbia & Western two blocks of land, namely, 4,593 and 4,594.

On the 13th of September he signed an order approving of the form of the Crown grants. It was explained to him that the government was going to save 300,000 acres by doing this.

The subject of there not being lands along the line of the railway was discussed in the executive.

The crown grants he understood were signed on 3rd October by the governor. He met Hon. Mr. Wells before the latter went to Montreal. Hon. Mr. Prentice was also present, he thought. He did not think Hon. Mr. Wells sent for him. They talked over the matter of these crown grants. He said that this was not his understanding of the proposed settlement. He understood that the company was to get lands adjoining the Columbia & Western, and he did not think it right for it to get these hundreds of miles away.

At the conversation with Hon. Messrs. Wells and Prentice, it was agreed that the former should take the crown grants to Montreal and endeavor to get the line extended to Spence's Bridge.

He understood that the best legal advice had been given, stating that the government had the right to give these lands provided there was no other lands available. It was Mr. Hunter's opinion. He did not know who got it or what statement was made in getting it.

He had conversations with Hon. Mr. Eberts about this matter. He thought Mr. Eberts did say that this land could be given away. He would not have consented to giving these lands if lands could have been got alongside the Columbia & Western.

He first suspected there was something wrong when Hon. Mr. Wells came back from Montreal. He could not say what was wrong. "I was told something," said Mr. Dunsmuir. "I do not know that it would be right to say what I was told. Someone told me what was wrong."

Asked as to who told him, he said: "It was Mr. Wells."

"Did he tell you what?" asked Mr. Oliver.

"Of course he did, or I would not have done what I did," replied Mr. Dunsmuir. "From what Mr. Wells told me I knew there was something wrong, and I was not going to have my name attached to anything of that character.

"I saw the best thing to do was to cancel the grants, which I did at the meeting.

"I won't say what it was Mr. Wells said, as I can't prove what was wrong. There was a mistake made."

Pressed for an answer as to what was wrong, Mr. Dunsmuir said: "I said myself to cancel the crown grants. It was not Mr. Wells who said to cancel them. I said to Mr. Wells 'I will cancel the crown grants.' I saw something was wrong, and I saw that the best thing was to cancel the crown grants."

"Mr. Wells told you something was wrong?" asked Mr. Oliver.

"He told me a certain thing. That's all I will say," replied Mr. Dunsmuir. "Mr. Wells did not tell me that Mr. Eberts had misled me."

Referring to the bill brought down last session and afterwards withdrawn, Mr. Dunsmuir said that he had given a promise to Mr. Brown that such a bill would be brought down.

He was told that the C. P. R. had forfeited its rights to build the 9th and 6th sections. Hon. Mr. Eberts told him that there was an arrangement with the government, the C. P. R. and Mackenzie & Mann to that effect. He did not know to his own knowledge that the company had surrendered its right to build these sections.

"Was your understanding that under this lands as they would have under these crown lands as they would have under these crown grants?" asked Mr. Oliver.

"No," replied Mr. Dunsmuir. "I didn't understand it that way." He was not aware that the company could select these blocks.

Asked if Mr. Taylor had ever appeared before the executive in this connection, Mr. Dunsmuir said: "I did not know of Mr. Taylor appearing before the executive, not that I know of."

Mr. Dunsmuir said: "I am telling the truth. I will tell the truth. I may hurt some of my friends, but I can't help that I'll take the blame of all on my own shoulders. I was Premier of the province. When I found there was something wrong I did the next best thing and cancelled the grants."

"I found out it was a mistake, that there was something wrong and I cancelled the crown grants. It was what I heard from the Chief Commissioner and what I saw myself that I cancelled these crown grants."

"Ask Mr. Wells first," said Mr. Dunsmuir. "I know what he will say. I am keeping something back. That's what the papers will say. So I am, I'm keeping something back."

Mr. Dunsmuir did not know why the bill of last session was withdrawn, because he went to England in the meantime.

Mr. Oliver said he did not care to ask anything further until Mr. Wells answered the question.

Mr. Green asked why Mr. Dunsmuir, Mr. Wells and Mr. Prentice decided to ask the other conditions from the C. P. R.?

"I never did. It was Mr. Wells who said he would ask the company to build to Spence's Bridge. I didn't know that these lands were any more valuable than others. If Mr. Wells told me the reasons for adding these other conditions I forget them. I don't remember them. Mr. Wells said he would try and get better terms from the C. P. R., and if he did not, he would bring the crown grants back.

"I did not approve of the arrangement of giving these lands. All seemed to be satisfied, and I said if they were all satisfied I agreed to it."

"It was quite a little while after Mr. Wells got back from Montreal before he told me anything about there being something wrong. All the members of the executive were aware of the asking of better terms before Mr. Wells left for Montreal. Mr. Eberts knew. All the members knew. We all understood it."

"It was in Mr. Prentice's room, too, that the conditions were agreed upon, when Mr. Wells said he would take the crown grants to Montreal and see if he couldn't get better concessions. Mr. Eberts was present, I think, too. I think Mr. Eberts knew. I feel certain he knew. It was talked in Mr. Wells' room, too."

Hon Mr. Wells was sent for and was re-examined on Mr. Oliver's question as to what information was given to Premier Dunsmuir by him which led up to the cancelling of the crown grants.

Hon. Mr. Wells said he made a statement to Mr. Dunsmuir and other ministers in executive meeting, but he did not think he was at liberty to say what it was. As a result of that an order-in-council was passed rescinding the previous one.

Mr. Oliver pressed that they did not want what took place in executive meeting.

Hon. Mr. Wells said he did not think it incumbent upon him to give these reasons. What took place in Montreal was of a confidential character.

Mr. Dunsmuir said he was willing to answer the question, and proceeded as follows:

"When Mr. Wells came back he first told Mr. Prentice that after seeing Sir Thos. Shaughnessy, Shaughnessy would not accept the proposition to build to Spence's Bridge. Mr. Wells would not deliver the crown grants. I was told by Mr. Prentice that after Mr. Taylor, of Eberts & Taylor, had approached Mr. Wells and offered him a certain number of acres, I think 30,000 acres, if he handed over the crown grants, Mr Prentice said not to say anything until Mr Wells told me.

"Mr. Brown was pressed for an answer as to why the crown grants were not handed over. I asked Mr. Wells why they were not. Mr. Wells said he would say in a short time. Later Mr. Wells came to my house and told me. I said: 'Wells, I will cancel the grants, as I won't have any monkey matter in the government while I'm in it.' I found out afterwards that it was wrong to grant the crown grants."

Hon. Mr. Wells, continuing, explained that he regarded that he had a duty to his colleagues, which prevented his making this statement hitherto. Mr. Dunsmuir's statement was substantially correct. Mr. Taylor saw him in Montreal, and told him a company was being formed in which shares would number 20 in all. Applying that to blocks it would make approximately 30,000 acres each.

"Who were the 20?" asked Mr. Helmcken.

Hon. Mr. Wells said: "He told me there were two members who were to be allotted shares each—members of the House. He did not name them. Mr. Taylor saw me alone in Montreal. He did not think Mr. Brown was present for the C. P. R.

Hon. Mr. Wells could not say how many times Mr. Taylor saw him with respect to delivering up of these crown grants.

Mr. Dunsmuir's answer to him was very much as Mr. Dunsmuir gave it here.

Asked by Mr. Smith as to other names, Mr. Wells said he did not hear any particular names. "I think I understood that there were some who were closely connected with the C. P. R. company who were connected with this company." Asked by Mr. Green as to how the transfer of these blocks was to be made to the new company, Mr. Wells said when he was in Montreal last Mr. Shaughnessy and he had some conversation and Shaughnessy said that arrangements were made to deliver these lands to the company and take shares in the new company.

In answer to Mr. Helmcken, Hon. Mr. Wells said that the proposition of these lands being made as coming from the government as proposed by Mr. Brown was accepted because the government, he thought, was not losing anything by that and stood to gain by it in the matter of a final settlement. His primary reason for not surrendering the crown grants was because they did not consent to build to Spence's Bridge. His official reason afterwards was that given in the statement. He looked upon these blocks as of problematical value.

The commission then adjourned until Tuesday morning.

DISASTROUS FIRE AT HILLSIDE AVE.

Causes Heavy Loss at Residence o Mr. Brock. Alarm for Children's Safety.

A fire, which was not devoid of exciting features, occurred last night at the residence of Fred. Brock, of the firm of Brock & Onions, upholsterers, on Hillside avenue. An alarm was turned in shortly before 9 o'clock from box 54—the same box which was pulled a few days ago by the old lady who mistook it for a letter box—and the fire department made a fast run to the scene. Several people standing about shouted excitedly that two children were asleep in the upper rooms of the burning house, being alone, for Mr. and Mrs. Brock had gone to the closing ball of Mrs. Simpson's class at Assembly Hall. As soon as they could get a stream into the burning house, Chief Watson and his fire fighters rushed into the dense smoke, and with wet handkerchiefs in their mouths, they rushed into the smoke-clouded room, where the smoke was so thick that their lamps were at once extinguished. There were no children there, however, it was afterwards learned that they had been left with their grand parents. The firemen then turned their attention to the flames and after some time they succeeded in extinguishing the flames, which were confined to the drawing room.

No cause could be assigned for the fire, but the Chief's theory is that it was caused from the explosion of a lamp left burning, for the broken pieces of a lamp were found lying beside a table in the destroyed drawing room. The drawing room and its contents was completely destroyed, although the remainder of the house and furniture did not suffer, other than from the effects of smoke. The loss will amount to the neighborhood of $1,000, a piano and all the drawing room furniture, bric-a-brac, etc., being totally destroyed.

RUSSIA DENIES AUTHENTICITY

Of Reported Demands on China, Diplomat Admits First Report Correct.

London, April 30.—Lord Cranborne, the Under Foreign Secretary, replying to a number of questions in the House of Commons today, said communications on the subject of Manchuria were still proceeding between the powers concerned. His Majesty's government, however, had received from a trustworthy source confirmation of the statement that Russia had announced that she had no knowledge of the reported convention, and that she disclaimed any intention of seeking exclusive privileges or departing from her previous assurances regarding Manchuria.

Answering a suggestion that the government should propose that Russia refer the Manchuria, Persian and similar differences to The Hague arbitration tribunal, Premier Balfour said that while desirous of using to the utmost the advantages offered by The Hague tribunal, the government did not think that the questions pending between Great Britain and Russia could be fully submitted thereto.

Pekin, April 30.—The denial from St. Petersburg of the authenticity of the Russian demands on China previous to the evacuation of Manchuria has created comment among the members of the interested legations. M. Plancona, the Russian charge d'affaires, admitted to two of his colleagues that their information on the subject was correct. Prince Ching, the grand secretary, proposes to urge a request that Russia proceed with the restoration of the government of Manchuria to China according to agreement.

'IN A GREEN OLD AGE'

Octogenarian Victim to Cupid's Dart After Escapes From Scalping Knife.

From Our Own Correspondent.

Peterboro, May 1.—Rev. Washington Morse, retired missionary, and Mrs. Jane Emory, were united in marriage here last night. The bridegroom, who is a second adventist, was 40 years a missionary among the Indians of the Western States, and has many times been threatened with scalping knife and stake. He is 86 years of age, and his bride a widow of 66 years.

100 dozen English cashmere sox, 25c. pair. B. Williams & Co.

DESPAIRED OF BEING CURED.

Mrs. W. E. Jeffrier, 44 Hicks Ave., Kingston, Ont., states: I suffered agony with itching piles. In fact, I don't believe that any person who has not had piles can realize what I endured. The first application of Dr. Chase's Ointment brought relief, and it has since entirely cured me. I hope that this testimonial will be the means of bringing comfort to other sufferers by making

RUMOR DENIED.

Port of Spain, Trinidad, May 1.—There is no truth whatever in the report that 15 of the crew of the British cruiser Pallas had been killed and a number wounded in rioting here last Tuesday. There has been no disorders here recently and the Port of Spain is very quiet.

EDISON THEATRE.

The management of this cozy little play house are offering to its patrons this week one of the very best vaudeville bills ever witnessed in this city, and have every reason to feel proud of their success, as they are presenting to the Victoria public a collection of novelties, which are seldom equalled in any of the larger cities on the Coast. The management announces a complete change of programme for next week.

WHITNEY GO-CARTS ARE THE BEST

The Leaders for 40 Years.

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VICTORIA, B C

Decapitated By Ore Train

Phoenix Switching Yards the Scene of a Horrible Fatality.

Brakeman Donohue, the Victim, Fell From Caboose Step.

His Head Was Completely Severed by the Cruel Wheels.

From Our Own Correspondent.

Phoenix, B. C., April 28.—One of the most horrible accidents in the history of the C. P. R. in the Boundary occurred this morning directly in the Phoenix switching yards, the victim, a railway employee, having his head instantly severed from his body.

A long string of ore dumps was being backed up the Phoenix hill at 9:30 with conductor Ed. Sterling in charge. The caboose was on the forward end and F. E. Donohoe, a brakeman, stood on the lower step of the car as it backed up the grade.

In some unknown manner Donohoe evidently slipped and fell under the wheels of the caboose, and five cars passed over him, cutting his head and one limb off clean. No one saw the fatality, and consequently exactly how it occurred will never be known.

Donohoe had been employed on the ore trains from the Granby mines to the Granby smelter for some six weeks, coming here from the States. He was an Irishman, about 42 years of age, and as far as known, was a single man.

The remains of the victim were taken to the undertaker at Phoenix, and Dr. G. M. Foster, the district coroner, was notified.

Mining In Camp Fairview

Description of a Trip Through the Workings of the Stemwinder.

Visit to the Stamp and Cyanide Mills---Ingenious Machinery.

Special Correspondence Colonist.

Fairview, April 28.—On the invitation of Charles Ostenburg, superintendent of the New Fairview Corporation's properties, the Colonist correspondent spent the night of the 23rd at the Stemwinder mine, and accompanied him on his usual rounds. We got into the mine skip, and in a few seconds were 300 feet under the surface. I had been told that the mine was very much changed since my last visit, but could not realize it until I saw what a tremendous amount of work had been done in the past six months.

When last I saw the third level, the drifts were only run with a cross-cut here and there, but now huge timbers are placed and the work of taking out the ore is being accomplished. Looking up from the floor of the stope one can realize what a tremendous vein this is. It is over 40 feet wide and 150 feet long, and filled half way up with broken ore all ready to be removed to the mill. The foreman explained the manner of working and stated that it is an ordinary thing for a shift (two miners) to break down 100 tons in a day. To the left of the large vein we went to inspect what the miners call the jewellery shop. It is a small vein varying from 1 to 6 feet wide and is worked from the main vein. Here is ore fairly glistening with mineral, the values ranging from $6 to $240 per ton. There is considerable waste which has to be taken with this ore and still it maintains a high average and serves to sweeten up much of a poorer grade.

Climbing up the broken ore, we reach the ladders in the raise, and go to the second level. Here the ore is opened for 700 feet long, and has not a break in it. The quality I was informed, is not so good as at lower levels, but more is being taken from here than elsewhere, as the stopes are more advanced. In this level is what they call the "Glory Hole." The size is very great, and the miners simply follow shift after shift breaking down the sides, and it all goes to the mill without sorting. The cost of breaking the ore at this part of the mine is not over 50 cents per ton. The idea of the management is to follow from here to the surface (250 feet) where it is 34 feet wide. This part of the mine alone could supply the mill for a year. But new stopes are being opened all the time, and recently the second and third levels to the east of the shaft are being prepared. In drifting, the ore from these parts was not considered good, but on widening the drifts and arranging timbers for breaking the ore, it is found that the ore here is of good average value, and is in great quantity. The general average is only about $2.50 per ton, but in both levels in the middle of the vein is a streak of varying width and of very high value, which brings the average up. In the third level this streak is worth on the average $56 per ton, and in the second level it is worth about $12 per ton. It was located in both levels on the same day and goes to the eastward, where no ore has yet been extracted. Timbers are being placed here, and in a month or so the ore will be taken from here. Returning to the shaft we go into the second level of the north lodge, where exists a fine body of ore eight feet wide, both at this point and in the first level. No ore is being taken from this lodge at present, although there are thousands of tons in sight.

I have already described the first level of the mine, from which no ore will be taken until the raise from the "glory hole" is completed. The width of the lodge here is not known, as the footwall has not been reached. In a previous report I have already described the manner of taking the ore to the large steam mill and the automatic working until it is sluiced away to a lake a mile distant. The large stamp mill is brilliantly lighted by electricity generated in the mill, and carried to all the houses and workings.

We were glad to leave the stamp mill with its noisy stamps (wherein it is impossible to hear one's voice) and go down to the quiet of the cyanide mill. Mr. Ostenburg informs me that it is working beautifully and that he never found ore which was so easy to cyanide. The building is very large and substantial. There are at present four leaching vats 36 feet by 7 feet high, inside measurement, which hold over 200 tons of tailings each. One man was employed here and it was interesting to notice how rapidly the tailings were being sluiced out through the four large discharge doors at the bottom of the tank. Six hours with one man, discharges the whole tank, which is then ready for another charge from the stamp mill.

A very ingenious contrivance distributes the pulp all over the tank, working automatically. It is understood that the corporation intend patenting it, and no doubt will make a large amount of money from royalties. In the clean-up room I was shown the precipitates as they came from the collecting boxes, also the system of drying them. No one unversed in the process would for a moment think that the dirty black slimes would be valuable, but the large mass of bullion as big as one's head from last month's clean-up was a convincing argument. On my way from the Stemwinder I met Mr. Purcell the superintendent of the Morning Star mine. He is now down 250 feet in the new shaft, and reports very fine ore in both the first and second levels. This property is being developed by a New York company, with Prof. Wells (Geologist of Columbia University) at its head. As it was late I could not accept Mr. Purcell's kind invitation to inspect the mine. Two four-horse teams are now steadily employed taking the concentrates from the Stemwinder mill to Penticton for shipment to the smelter. Mr. Russell, when asked about the report of a sale of the property to a New York syndicate, stated that although overtures had been made, the matter had not been gone into yet, and would not for a couple of months. If the people were willing to pay a high enough price, it would be considered by the shareholders.

Steamer Oanfa Now About Due

China Mutual Liner Expected to be at the Ocean Docks Tomorrow.

Bark Ivanhoe Arrives With Nitrate From Junin --- Tidal Wave Here.

The steamer Oanfa, the new freighter of the China Mutual line, which was launched on November 18 last, is due tomorrow at the Ocean docks on her initial voyage to this port. She left Yokohama on the 4th. The Oanfa has a large amount of general cargo to be put out here, and it is expected that she will remain in port for several days discharging cargo. There is in all over 1,700 tons to be put out here, of which 275 tons is consigned to local merchants from Liverpool, London, Antwerp and the Far Eastern ports, 185 tons consigned to the naval store keeper at Esquimalt, 75 tons for transshipment to San Francisco, and a large amount of rails, cannery supplies, and general cargo for transshipment to Vancouver.

The Oanfa is owned by Alfred Holt & Co., in common with the very large fleet of China Mutual and Blue Funnel steamers, and according to the master on one of the vessels that called at this port, Holt & Co. are nothing if not business people. The master says that when the steamers cut into the passenger trade from the Eastward to Europe, one of the steamers was running through the Straits of Mallacca when officers saw a disturbance in the water, and when the passengers gathered it soon seemed that the disturbance was caused by the regulation horse-headed sea-serpent. At Colombo the the sea-serpent story started, and with every port until London was reached the papers told a sea-serpent story. When the vessel arrived at London a typewritten notice was received by the master to the effect that "Officers in our employ are requested not to see sea-serpents." Since then no China Mutual liner has reported a sea-serpent.

There are a number of other liners en route across the Pacific to the Ocean docks. The steamer Olympia, of the Northern Pacific line, which left Yokohama on April 8, is due here on May 3, and the steamer Tosa Maru, of the Nippon Yusen Kaisha line, which left Yokohama three days later with 118 tons of general merchandise and 121 Chinese for this city. The steamer Tacoma of the N. P. line will sail from Yokohama for Victoria on Tuesday.

IVANHOE IN PORT.

The bark Ivanhoe, Capt. Grant, reached port yesterday afternoon and docked at the Ocean docks to discharge five or six hundred tons of nitrate for the Victoria Chemical Works. The Ivanhoe left Junin with a full cargo of nitrate on January 25, and arrived at Honolulu on March 19, where she discharged part of her cargo. She sailed again on April 4 for Victoria, and made a passage of 21 days from the Islands to port—which is a very fair passage. The voyage was an uneventful one. The vessel will commence discharging on Monday, the nitrate being trucked from the docks to