The Bill Will Pass

Manitoba Railway Measure Will be Ratified by House of Commons.

Member for L'Islet Has Been Formally Appointed to the Senate.

From Our Own Correspondent.

Ottawa, May 13.—The house was in committee all day on the bill to ratify the Manitoba railway deal. Mr. Sifton, while considering the arrangement an improvident one, supported it as involving the principle of provincial rights. Later on in the evening the Premier said the government did not intend to make this a ministerial measure, but it was evident the will of the house that the bill should pass.

An order in council has been passed appointing to the Senate Mr. Arthur M. Dechene, M. P. for L'Islet.

Hon. David Mills goes to England next month to represent Canada at the Imperial conference to consider the proposed reorganization of the judicial committee of the Privy council.

The Canadians in South Africa are forming a Canadian society for mutual assistance.

The Governor-General and suite visit the Maritime provinces on an extended tour next month.

The parliamentary contingent to Quebec returned home this morning and report a delightful trip.

WANT A REDUCTION.

Chinese Astonished at Amount of Indemnity Asked.

London, May 14.—Dr. Morrison, wiring to the Times from Pekin, May 10, says: "The Chinese plenipotentiaries are drafting a reply to the ministers of the powers, expressing astonishment at the amount of indemnity demanded, and urging a reduction on the ground of the empire's financial difficulties, but undertaking if the full amount is exacted, to pay in thirty annual installments of 15,000,000 taels, from the salt tax and native customs. Pending a revision of the tariff they also ask the powers to consult to an increase of the maritime customs, and the import and export duties by one-third."

NORTHERN TELEGRAPHS.

Mr. Charleson Reports on Line Up the Skeena.

Vancouver, May 13.—(Special)—Mr. Charleson, superintendent of the telegraph lines in the North, reports that a hundred miles of line has been stretched up the Skeena river from Port Simpson. The weather had been very bad; and there were nine feet of snow on the main line, so that no work could be done to unite the two ends. An engineer, however, had been sent to survey the unfinished line, which had been carefully mapped out for the construction work. He still adhered to July 15 as the date on which all lines would be finished.

COST OF SOLDIERS.

Mr. Wyndham Compares Tommy Atkins With His Cousin.

London, May 13.—Mr. Wyndham, the Irish secretary, in defending the general economy of the military establishment in the house today, said that while the British soldier cost in all £111 annually, the United States soldier, not taking into account the pensions, cost £287 annually before the war with Spain, and prior to the time when the United States had foreign stations. After several other speeches the debate was adjourned.

The civil list resolution was adopted by 284 to 49 votes, and the civil list bill passed its first reading.

INSPECTION OF STEAMERS.

Order to Resume Examination of Vessels From Alaska.

Vancouver, May 13.—Dr. McKechnie, quarantine officer has received notice from Ottawa to restore the inspection of steamers from Alaska as previous to the order of May 1 owing to the presence of smallpox in the north.

The total amount realized by the children of the Vancouver schools towards the Victoria memorial is $336.60. The necessary amount needed for the monument is $1,200.

Park Ranger Latham's house at Westminster was partly destroyed by fire last night.

COUNTY COURT JUDGE.

Vancouver Board of Trade Want One Specially Appointed.

Vancouver, May 13.—(Special)—At a special meeting of the board of trade tonight it was resolved to urge on the government the appointment of a County court judge for Vancouver to reside in the city.

The board of trade further decided to wire the Dominion government to establish an assay office in Vancouver at once, to enable Vancouver to catch this season's Klondike trade. The mayor and president of the Liberal Association wired similar resolutions.

BUFFALO TRAGEDY.

One Man Killed at the Exhibition Grounds by Electricity.

Buffalo, May 13.—One man was shocked to death by electricity and two of his comrades, who tried to rescue him from the spluttering wires, were severely burned, at the exposition grounds late this afternoon. The dead man is Martin Kiefig. The injured are Kaiser Schultz and Audrew Coshsky. The men are all Poles, and were engaged in wheeling dirt from beneath the Manufactures and Liberal Arts building, where some excavating was being done.

FARMERS

We invite close inspection of our FARM HARNESS. You will find MATERIAL, WORKMANSHIP and PRICE right. You run no risk in placing your order with us, either by mail or personally.

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544 Yates Street. A. E. WADE, Mgr.

SMALLPOX.

Four Cases Discovered in a Winnipeg House—Steamship in Quarantine.

Winnipeg, Man., May 13.—(Special.)—Four cases of smallpox were discovered in the residence of a family named Gillespie on Saturday night. The victims have been removed to the pest house. None of the cases are serious.

Montreal, May 13.—(Special.)—The Elder-Dempster's steamship Lake Superior is quarantined at Grosse Isle with smallpox on board, one of the steerage passengers being the victim. There are twenty-three returning Canadian troopers among the second cabin passengers.

MRS McKINLEY ILL.

The President Delayed by His Wife's Sickness.

San Francisco, May 13.—President McKinley returned late this afternoon from San Jose to the bedside of his wife, at the Scott residence, where he will remain until tomorrow. If Mrs. McKinley's condition shall be favorable tomorrow, the President will carry out the arranged programme with some curtailment.

Archbishop of Ontario Dead

After Long Illness Dies At Sea On His Way to England.

London, May 13.—Archbishop Lewis of Ontario, died on May 4 on board the Atlantic Transport line steamer Menonee. He had embarked, seriously ill, as the result of pneumonia, and had intended to stay in London a short time and proceed to Egypt. He was accompanied by his wife and a trained nurse. During the night of May 3 he sank rapidly. He died at 4 o'clock the next morning. The body was embalmed and taken to his residence here.

The Most Rev. John Travers Lewis, archbishop of Ontario and (until he resigned the position a short time ago) metropolitan of Canada, was born at Garryclovne Castle, Cork, on June 20, 1825, his father being Rev. John Lewis, curate of St. Anne's, Shandon. After attending school in Cork, he entered Trinity College, Dublin, gaining the Primate's First Hebrew prize. In 1848 he graduated as senior moderator and gold medalist in ethics and logic, his university course being distinguished both in mathematical studies and classics. He was ordained deacon in Christ Church College, Cambridge, in July 1848, and as priest the following year. His first curacy was at Newtonbutler, in the North of Ireland, where he remained a year, and then decided to come to Canada, where his family had already preceded. On his arrival he was appointed missionary at West Hawkesbury, Ont., and in 1854 became rector of St. Peters, Brockville. On the division of the diocese of Toronto, Dr. Lewis was elected unanimously by clergy and laity, first bishop of Ontario on June 13, 1861.

He was consecrated in St. George's Cathedral, Kingston, by the late Bishop Fulford, of Montreal, metropolitan of Canada. Dr. Lewis was only 35 years of age at the time, the youngest of the bishops of the Church of England.

In 1892, by the death of the Bishop of Fredericton, the office of metropolitan became vacant, and by the vote of the House of Bishops, assembled at Montreal, on June 25, 1893, Bishop Lewis was elevated to the dignity of metropolitan of Canada, and the following year was made archbishop. This position he held till a short time ago, when through health failing, he resigned, and Archbishop Bond of Montreal was elected in his stead.

Archbishop Lewis at the time was very ill in New York, but recovered, it was thought, sufficiently to make the trip to England. As the despatches state, however, he died at sea.

Archbishop Lewis held a very high place among the clergy of the Church of England, not only in Canada, but in the Empire. An eminently scholarly man, he was the author of many published lectures and articles in various religious publications.

He was the originator and promoter of the celebrated Lambeth conference of all the bishops of the Anglican communion, and was also mainly instrumental in inducing the British Association to hold its first meeting in Canada, at Montreal, in 1884.

In 1885 the Governor-General in Council presented him with a bronze copy of the medal struck in commemoration of the federation of Canada, in acknowledgment of his "important services in the cause of literature and science." He has been honored by degrees from several universities, including Toronto and Lennoxville, in Canada; Trinity College, Dublin, and Oxford, England.

TO BLOW UP HIS WIFE

Philadelphia Doctor Wanted to Kill Her With Dynamite or Smother Her.

Philadelphia, May 13.—Dr. Thomas E. Eldredge, a specialist and electro-therapeutic physician, who is accused by the police authorities of having conceived a plot to drug his wife with morphine or blow her up with dynamite, in order to secure two letters which are in her possession, was today held in $1,500 bail. Paul E. Schroeder testified that he had been employed by Dr. Eldredge in the capacity of a private detective to secure the letters, and that the Doctor wanted him to drug Mrs. Eldredge. If he was not successful in this, Schroeder said, Dr. Eldredge offered to furnish him with dynamite with which to blow up Mrs. Eldredge. The Doctor and his wife have been separated for some time and a divorce suit is pending. Mrs. Eldredge, on the stand, said her attorney was in possession of the letters her husband wanted. She also said Dr. Eldredge had once attempted to smother her, and had frequently made threats to injure her. She was compelled to leave him owing to his brutal treatment.

PRINCESS LOUISE FLOATED.

Floats at High Tide and Proceeds to Vancouver.

Steamer Princess Louise is on the ways at Vancouver. As was surmised in the account of the accident to her given in Sunday's Colonist, she was floated at high tide after the hole torn in her forefoot had been patched up with planks and canvas, and proceeded to Vancouver where she arrived under her own steam at 4 a. m. on Sunday. The Maude, which had gone to her assistance, returned to Victoria on Sunday. The Queen City is taking her cargo north, other than the hundred cases of tin and salt that was jettisoned from the steamer, which is not very seriously damaged.

The Business Of the City

Many Matters Passed on by the City Council Last Night.

Their Visit to Seattle Causes the Aldermen to Open Their Eyes.

Good humor was the chief characteristic of the council meeting last night, and the late outing of the city fathers to the neighboring burg of Seattle was advanced as accounting for the happy frame of mind of one and all; even the erstwhile sober countenance of the philosophical chairman of the park committee was wreathed in smiles. But if Alderman Yates is correct it would do most Victorians a world of good if they too would visit Seattle and see for themselves what their neighbors are doing.

Taking up the business of the evening the first was a communication read from the Deputy Provincial Secretary acknowledging the receipt of a letter from the council re a new bridge at Point Ellice, making an appointment for a meeting between the mayor and council, and the members of the executive.

Ald. Yates said that the matter was of such importance that it would be advisable to have a written report of the proceedings, and was such that the citizens ought to know about. Ald. Yates' idea was accepted and a written report will be handed in.

A. T. Goward wrote in connection with Point Ellice bridge, and pointed out that in November, 1899, an arrangement had been entered into that in order to permit of heavy cars being allowed to run over the bridge that certain alterations should be made, and work done, in consideration of which they were to get a certificate as to the safety of the bridge. This work had been done, and the company wished to secure the certificate.

This went to the finance committee for a report.

J. Coagdarippe complained of the draining of sewage on to private property on Esquimalt road. The city engineer will be asked to look into the matter and report.

The last writer also objected to certain property owners in the same locality fencing in certain property. The same city official will also look into this.

C. Dubois Mason made the complaint that for ten years he had lived on Amphion street, Oak Bay, but had been unable to get a supply of city water. It was impossible to get a tenant for the property under the present conditions. Laid on the table.

C. N. Cameron pointed out that the water trough had been removed from opposite his place on Douglas street and asked that the old one be replaced. It was resolved to place one at the point indicated.

A. R. Clarke, of Providence, R. I., thanked the board of aldermen for their invitation to the Railway Conductors' excursion to visit this city on their tour of the Coast.

Ald. Beckwith suggested that a committee of the aldermen should make some preparation to receive these tourists on their arrival, and he would propose that Mr. Coburn, of the E. & N. should be added to the committee.

C. H. Topp, city engineer, reported as follows:

To His Worship the Mayor and Board of Aldermen:

Gentlemen,—I have the honor to submit the following report for your consideration: Communication from I. St. Clair re boat landing at the northerly end of Pleasant street. I have carefully examined the locality in question and find it would be costly to erect a new landing to suit all tides, but I would respectfully recommend the present one be repaired, estimated cost, $20. I may say the owner, Mr. Leigh, is quite willing to have the landing made public providing the city will put the same in good condition. Communication from David Parsell re condition of Fessie street, Victoria West, between Russell and Mary streets. I made an examination of the locality complained of and find the same in very bad condition, and would therefore recommend the street in question be graded together with a surface drain on south side. Estimated cost, drain $50; grading, etc., $60; total, $110. Petition from E. G. Prior and many others requesting a system of sewers within the district bounded by Moss and Belcher streets, Rockland avenue and Cadboro Bay Road. I may say I have looked carefully over the ground and from examination of the contour of the locality in question, I am of opinion the proper steps would be to take a series of levels, etc., and design a complete system, including if possible, the Spring Ridge district. However, a small sewer could be constructed along St. Charles street and branching out at Rockland avenue and Belcher street, which would not be permanent, and would only accommodate about 10 buildings, including Government House. I would therefore recommend this important matter be deferred until a complete system is decided upon, when the outlet could be considered permanent and of sufficient capacity for all the eastern section of the city for many years to come. I have the honor to be, gentlemen,

Your obedient servant,
C. H. TOPP,
City Engineer.

This report was received and adopted. A further report from the same official enclosing the specifications for the paving of Government street was also read.

The water committee wrote pointing out that the pipe supplying the works at the Outer wharf was altogether too small, and proposing that the old pipe from Government street be relaid in that portion of the city. Also that a supply be given to the residences on Amphion street, Oak Bay. This report

I would also recommend that the following work be done:

1. That new pistons be fitted and repairs made to air pump. Cost, $100.

2. That changes be made providing better facilities for lamp repairing shop. Cost, $75. I remain, gentlemen,

Your obedient servant,
M. HUTCHISON.

This was adopted.

The city wiring inspector presented a list of building, the wiring of which he had inspected, and for which he had issued certificates.

The assistant poundkeeper wrote wanting the city to take into consideration the fact that he should be furnished with two suits of clothes owing to wear and tear in his arduous occupation. Received and the request will be granted.

Residents of Cicelia street, between the Gorge road and Burnside, asked for the grading of that thoroughfare.

The engineer will make a report.

Residents in the neighborhood wrote that Elford street had not been repaired as had been promised by the council, although an appropriation had been made. Referred to the street committee.

The special committee reported that it would be contrary to the provisions of the building by-law to allow of another storey being added to the Vernon block. Received and adopted.

The finance committee having inspected the tenders, advised that no rock crusher be purchased this season.

The special committee who enjoyed the jaunt to Seattle handed in the following:

To His Worship the Mayor and Board of Aldermen.

Gentlemen,—Your special committee having considered the undermentioned subject, beg to report and recommend as follows:

Re James Bay Mud Flats: Your committee would call attention to the concluding recommendation contained in their report of the 4th April, 1901, which reads as follows, namely:

"That there is at present in operation in Seattle a large pumping plant (the use of which might possibly be obtained for the purpose), but it would be advisable to obtain more information as to its mode and cost of operation, and your committee think that a visit to Seattle of your committee, accompanied by the city engineer, would prove most advantageous to the city's interests."

Your committee not finding it convenient to carry out the recommendation before, visited Seattle on Saturday last, accompanied by His Worship the Mayor, and Aldermen Hall, Cooley, Williams and Stewart, and Messrs C. H. Topp, R. Hutcheson, W. Northcott and W. J. Dowler, and were afforded every facility for looking minutely into the method adopted there of reclaiming an area of tidal lands consisting of several hundred acres.

The contract will take a number of years to complete, and not much more than a good beginning has, as yet, been made. A reclaimed section of 35 acres, which was pointed out to your committee as having been a few weeks ago covered with 18 feet of water, is now two feet above tidal flow, and so solid that buildings can be erected thereon at once; in fact, buildings are already going up there.

The machinery by means of which this is done looks like an ordinary dredging outfit. Combines the features of dredge and pump. A revolving shaft, with a cylindrically shaped cutting surface at the end runs from the boat diagonally to the bottom. The knives or teeth of the cylinder as the cylinder revolves, cuts the bottom up and at the same instant, the disturbed bottom surface is drawn by the suction power of the pump into a 20-inch iron pipe or main, looking like a large stove pipe, through which it is forced by the same pumping power to the point of discharge, which may be hundreds or thousands of feet (according to the length of the pipe) from the point of suction. The discharge is mud, in other words, water and silt; the water flows off and the silt remains.

Your committee are fully convinced of the complete feasibility of the proposal to fill in James Bay mud flats by this method to any required level, and that the cost of the work would be well within the city engineer's estimate, and the operation would have the additional benefit of deepening at the same time the harbor proportionately to the west of the proposed permanent causeway.

Your committee were also afforded an opportunity of visiting the splendid reservoir system of water works the city has, at great expense established. The supply is drawn from a mountain stream 28 miles distant, conveyed to the city by a 42-inch main and delivered to a high level reservoir, thence to a lower reservoir, from which by a triple pump machinery, operated automatically by the pressure at this point, it is raised to a stand pipe on Queen Anne's Hill many feet higher, thereby affording ample water supply for a city twice the size of the present one, and a gravity pressure of great value as a protection against fire.

Your committee could not but be struck by the courageous public spiritedness manifested by the citizens in regard to this undertaking, and in building the immense five-story cut stone high school building now in course of erection, said to cost $300,000, also in making the expenditure necessary for further extensive improvements in the way of permanent sidewalks and street paving now under construction, as being works of magnitude and great cost, and your committee think it would repay those interested in this class of civic improvements to visit the city and see them for themselves.

Your committee were also shown through the extensive workshops of the Moran Bros., who have recently secured a contract for the building of a battle ship for the United States government at a cost of between $3,000,000 and $4,000,000, and would mention as a further indication of the public spiritedness of the people of Seattle, the fact that they subscribed as a gift to Messrs Moran Bros., $100,000 in order to overcome the existing disparity in tendering against eastern prices and great freight charges incidental to the distance of haulage.

Your committee feel indebted to those gentlemen prominently identified with the aforesaid undertaking, who gave their time and courteous attention to the committee on Saturday last in order that they might inspect these works, and they would recommend that letters of thanks therefor be addressed to them.

Your committee have handed to the finance committee the vouchers for expenses of the trip, amounting in all to the sum of $40.30.

J. STUART YATES,
J. KINSMAN,
Committee.

Ald. Yates in moving the acceptance of this report, took occasion to commend the enterprising citizens of that neighboring city.

As regards the filling in of the James Bad mud flats, from what he had seen he was sure that these lands could be filled in for much less than had been at first supposed. All the improvements in Seattle were money savings ideas—was adopted, and the recommendations will be carried out.

The City Clerk enclosed a letter from W. D. Kinnaird refusing to accept an order for three suits for the police sergeants, as it was too small a contract. The order will therefore go to Sprinkling Bros.

The same official returned the annual assessment roll for the year 1901, which showed a total of $17,399,145, $10,853,525 being laid, and improvements $6,545,620. This went on file.

The city electrician communicated the following.

To His Worship the Mayor and Board of Aldermen.

Gentlemen,—Re proposed additions to the electric light system, I would respectfully recommend that the purchasing agent be authorized to call for tenders for the supply of plant as follows:

1. One electric dynamo having capacity for sixty lights of 2,000 candle power each. Fifty lamps of 2,000 candle power each.

2. One complete incandescent plant having capacity to supply 1,000 lamps of sixteen candle power each.

I have in course of preparation specifications covering the above plant increase.

the reclamation in that city would next year add $2,000,000 to the assessment roll. Their water works also were run almost automatically for by the expenditure of about $1,000,000 they now effected a saving of at least $40,000 annually. The works of Moran Bros. too was a sight which it was well worthy of a visit from Victorians, and if our citizens would only go and see what was going on about them, he thought that the progress in this city would be greater than it had been for the last twenty years. Another feature was the fact that the street car companies had laid out their parks at Lake Washington, and as a consequence on a holiday the cars running out of the city were always crowded, although there was a 2½ minute service. Neither the streets nor the lighting of the city were so good as they might be. It would be a good idea if the wealthy people of Victoria could be induced to pay Seattle a visit even if it were under the auspices of the mayor and council. The report was adopted.

The finance committee reported accounts amounting to $11,962.45, which were ordered to take the usual course.

Ald. Stewart's notice of motion that the first Court of Revision be held on Tuesday, 18th June, at 10 a. m., was then read and passed.

Ald. Beckwith directed attention to the fact that the buildings at the corner of Broad and Johnson street had been condemned, and ordered to be pulled down. The former tenant had vacated preparatory to this, but he now observed that the property had been repaired and relet, and a new tenant was about to start a business there. The proper official will look into this.

BY-LAWS.

The revenue by-law was read a third time and passed, likewise the Barber's Sunday closing by-law.

The council then went into committee on the Menzie street widening by-law. Owing to a misunderstanding as to the time allowed property owners for repayment of their share of the expenditure, the committee reported, and will take the matter up at next meeting.

The council then adjourned.

OVERDRAW CHECK.

Authorities Condemn Its Use on Horses.

From Montreal Gazette.

Dr. D. McEachran, F. R. C. V. S., principal of the Veterinary College, Montreal, in his opening address to the Society of Comparative Psychology, speaking of the horse, said: "Never cause pain or discomfort by the use of unnecessary restraints, such as the bearing rains, particularly what is called the overdraw check, which is a disgrace to modern civilization and neither useful nor ornamental in more than one case in a thousand."

And in a letter he states that he favors its abolition, on the ground that it is not based on any "common-sense principle," forcing the animal to carry his head in an unnatural position.

Dr. Fleming, late chief veterinary surgeon of the British army, gives the following reasons why it should be abolished:

"'It wearies the head and neck of the horse by the constrained unnatural position in which they are fixed. It spoils the appearance of the horse and largely detracts from his free and graceful movements. The long-continued pressure on the lower jaw tends to give the animal a hard mouth, and, therefore, renders it less obedient to the driver's rein. It does not prevent stumbling, but on the contrary predisposes the animal to fall, and with much more severity than if it were not used. In hot weather or during extreme exertion it may directly or indirectly produce an attack of giddiness or apoplexy, the last fested by the citizens in regard to this undertaking, and in building the immense five-story cut stone high school building now in course of erection, said to cost $300,000, also in making the expenditure necessary for further extensive improvements in the way of permanent sidewalks and street paving now under construction, as being works of magnitude and great cost, and your committee think it would repay those interested in this class of civic improvements to visit the city and see them for themselves.

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Up-to-Date Styles at

WEILER BROS.

Our first consignment of Fall Goods in the Upholstering, Drapery and Curtain line are now on sale, and we can only say that for coloring, artistic effect and value we have surpassed ourselves in these last pur chasings.

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WEILER BROS.'

A DISPUTED ACCOUNT.

Readers of the Colonist will remember the sad circumstances under which the sealing schooner Enterprise returned from her cruise a couple of weeks ago, one of her crew, known as "Yokohama Bill," having died off Cape Flattery, his dead body occupying the stern boat as the schooner swung at her moorings in the inner harbor. The manner of Bill's death was reported to the health officer, and he instructed that the remains be removed to an undertaker's and prepared for burial. The instructions were carried out, poor Bill being interred decently and in order, but now the undertaker claims $63 for his services, and has presented a bill for that amount to Capt. Victor Gullin, master of the Enterprise. The captain claims that deceased was intebted to the schooner in the sum of $45, and he does not consider himself in any way responsible for the burial expenses. Yesterday Capt. Gullin was hunting up Superintendent Hussey to consult that officer as to his liability in the matter, while "Yokohama Bill," safe lodged in Fiddler's Green, where all good sailormen go after their last voyage, regards the dispute in the light of a disinterested spectator.

ONTARIO'S PREMIER

Intends to Visit England This Summer—Elections Are Not Near.

Toronto, May 13.—(Special)—Premier Ross will sail for England on July 3. This disposes of reports that elections will be held during the summer. He will visit Mr. Chamberlain, and intends to confer with the Imperial authorities with reference to the establishment of a remount station in Ontario, and other matters in which the province is interested.

TO INTEREST THE CHILDREN

Teachers and Natural History Society Confer Respecting Nature Studies.

At the meeting of the Natural History society last evening there was a large attendance of the teachers of the public schools in response to the following letter addressed by the secretary of the society to the principals:

"At the last meeting of the Natural History society, the subject of encouraging the study of natural history among the school children was discussed. The great importance and desirability of this was unanimously conceded, but as it was agreed that the matter was one largely within the province of the teachers themselves and that any steps taken should be with their concurrence and co-operation, it was decided to invite the principals of the various public schools, and as many other of the teachers as would care to attend the regular meeting of the Natural History society on Monday evening, May 13, at 8:30 o'clock for the purpose of considering any suggestions that may be offered. You are therefore requested to be present, and to invite the members of your staff as well. In taking this step the members of the Natural History society are simply desirous of ascertaining the views of the teachers, and of affording an opportunity to all concerned of finding out to what extent co-operation is practicable. I am desired to assure the teachers that the society is in hearty sympathy with the movement in favor of introducing nature studies into the schools, and that so far as possible they will aid in developing a system of instruction."

The subject was discussed at length by members of the Natural History society, and the teachers present, with the result that a committee of six, representing teachers and the society was appointed to confer and report on some definite scheme of making the subject of practical interest and value.

Mr. J. R. Anderson submitted a number of very fine specimens of fungi taken from birch trees.

Mr. Sylvester reported that salmon in great numbers were reported going north, which indicated a big season's run.

Apropos of the suggestion for making nature stories more attractive, the society decided to present a prize of $10 for the best collection of native wild flowers at the fall exhibition. Particulars of this competition will appear in tomorrow's issue.

HAD NARROW ESCAPE.

Team of Horses Leave the Road With Loaded Rockaway.

While driving to Sooke lake on Saturday afternoon a quartette of young men from this city had a narrow escape from being killed by being dashed down into a ravine by the roadside. When going down a steep grade past Goldstream the team of horses which hauled their rockaway, becoming restless because of the weight of the four men and their outfit for a fishing trip, being placed solely on their collars—there being no brake—ran away, and swerving from the road over a drop of three feet, they dashed down towards the ravine. Had it not been for a tree, which by dint of good fortune the pole of the rig struck fair and square, the horses must have galloped down with the rockaway hurtling behind them into the ravine, and the occupants would have been injured or perhaps killed. As it was, when the pole struck the tree two were thrown out, and the horses stopped suddenly in their flight, were switched right around until they faced the rig. The fallen ones picked themselves up, and when the horses were disentangled from their position, it was found that no injury had been done. The horses were unhitched and taken to the roadway, and with the assistance of two men secured at Goldstream the rig was hauled back to the road, after two hours' hard work, and the party patched up the harness and proceeded to Sooke lake, returning yesterday, after taking 48 fish from the lake.

DOUBLED THEIR FLEET.

According to cable advices which have reached the local agents of the Nippon Yusen Kaisha from the head offices in Tokio, that line has doubled its fleet and has placed three additional vessels on the trans-Pacific run. They are the Kaga Maru, Iyo Maru and Kamachura Maru. It was at one time the plan to replace the three liners now in service with the large new steamers, each of which have a tonnage of 8,000 tons, but it has now been decided to retain the three steamers in the service, and give a two weeks service instead of the present monthly one. With the placing of the three new steamers of this line, which runs in conjunction with the Great Northern railway, in commission the fleet of Oriental liners running to this port numbers from sixteen to eighteen vessels.

News was received by the steamer Glenogle that Capt. Ecksrand, the popular old mariner who has been in command of the Riogun Maru of the Nippon Yusen Kaisha line, will not come to Victoria in that vessel when she sails from Yokohama on May 28. He has been transferred to the new Kaga Maru, and was sent to Nagasaki, where that vessel was recently launched, to take charge of her. She is coming to this port in July. Capt. Fraser of the steamer Kinshiu Maru is not coming back, having been transferred to the Australian liner Kasuga Maru. Capt. Horton has released him on the Kinshiu Maru.

Cubans Disagree

Report of Delegation to Washington Is Not Considered Satisfactory.

Platt Amendment Is Insisted on by United States Government.

Havana, May 13.—The Cuban Constitutional convention met today in secret session and formally considered the report of the commission that went to Washington to obtain more definite information regarding the intentions of the United States. General Sanguily objected to their report on the ground of incompleteness, pointing out that the commission made no recommendation.

"They were sent to Washington," he said, "With the object of getting the basis changed, but they offer no explanation as to why the change could not be effected, nor do they express an opinion regarding the acceptance or rejection of the Platt amendment as we had expected they would."

Senor Tamayo Llorente and Betancourt replied that Secretary Root had explained that the basis could not be changed, as the Platt amendment was the final policy of the Washington administration. It was useless therefore, they went on to say, for them to insist upon a change, but the construction Mr. Root put on the basis, together with his assurance that the United States would establish an independent government in Cuba and would not interfere with Cuban sovereignty influenced them in favor of accepting the amendment, although they did not recommend this course in the report.

Senor Portuondo declared that he did not agree with his colleagues who had already spoken, and was opposed to the acceptance of the Platt amendment.

HILL AND MORGAN.

Guesses As To Their Position Regarding Burlington.

New York, May 13.—The Evening Post says: "It is believed that some arrangements will be worked out by which the Burlington will be held, so that it cannot possibly be operated to injure any of the western railroads, that is, that Southern and Union Pacific will not only get an interest in the property, but St. Paul, which next to the Union Pacific was most seriously jeopardized by the passing of Burlington's control to the Northern transcontinental lines, will share in the Burlington contract so that it will be removed as a disturbing factor in the railway situation. It is not believed that Morgan & Co. will be displaced, as the interest responsible before the public for that property's management, but there was some suggestion that the alliance between Hill and Morgan, which has only been of about six months' duration, will be ended. There is good grounds for saying that while Mr. Hill has probably retained the large interest in Northern Pacific, which he acquired last summer when the stocks declined below 50 on the reduction of the dividend, the most influential of Hill's friends in the directorate have liquidated their holdings. They were with Hill, who is not a Northern Pacific director, the most enthusiastic advocates of the Burlington deal. This was long opposed by the older Northern Pacific people.

WINNIPEG HORSE SHOW.

It Will Be During Visit of Duke of Cornwall.

Winnipeg, May 13.—(Special.)—A horse show will be held in Winnipeg during the visit of the Duke and Duchess of Cornwall to the west.

L. G. Ogden, comptroller of the C. P. R., was here to-day en route west to the Pacific Coast.

GERMANY AND RUSSIA.

Proposal That They Act Jointly on a Tariff Understanding.

Berlin, May 13.—The Cologne Gazette, which often voices the views of the German foreign office, in the course of a leading article today advocating a tariff understanding with Russia, in order that the two powers might act jointly against the United States, says: "'As matters stand for Europe today, the struggle for existence demands that the exceptional position of the United States be abolished. The United States are a most dangerous competitor for Germany, especially in iron manufacture and hardware. Germany's tariff policy must be arranged accordingly. An understanding with Russia offers ways and means to compel the United States to adapt themselves to Europe's tariff system by which German agriculture would by no means suffer disadvantage.'"

RIOTS IN ALBANY.

Street Car Company Endeavoring to Operate With Non-Union Men.

Albany, May 13.—Under the escort of a body of mounted police and surrounded by a mob of two thousand people, two hundred non-union men were taken at midnight to the Quail street car barns of the United Traction Company, which is in the main station of the Albany line of the company. Stones were hurled at the non-union men and oaths and derisive epithets were hurled at them from the West Shore railway station to the barns, a distance of three miles. This is the first step taken by the company to operate its lines with non-union men. The officials of the company announce that traffic will be resumed in the morning.

MORGAN'S PURCHASE.

Leyland and Atlantic Transport Line Not Yet Amalgamated.

New York, May 13.—President Bernard, N. Baker of the Atlantic Transportation line, arrived here from London tonight on the steamship Minneapolis. He went to England a short time ago for the purpose of securing through the aid of J. P. Morgan, the consolidation of the Atlantic Transport and Leyland lines, the fleets of which will next year aggregate 750,000 tons. Should the deal be consummated the combined lines will be the largest in the world. President Baker seemed reluctant to discuss the subject, but finally admitted that the combine has as yet no legal standing, but there is a likelihood that in the near future those controlling the two lines may find it to their interest to amalgamate.

DEATHS.

Publisher of Picton Times Dies—Killed by a Train.

Picton, Ont., May 13.—(Special)—John W. McLean, publisher of the Picton Times, died on Sunday, aged 79.

Hagersville, May 13. — (Special)—Joseph Harkins, a farmer's son, residing three miles east of here, was killed by a railway train on midnight Saturday.