MORE HEARTRENDING TALES

A Father Tells of Struggle to Save Wife and Two Children In Battered Lifeboat Amid Breakers on the Night of the Valencia's Wreck.

(By J. W. Lorimer, Staff Correspondent of the Colonist.)

Bamfield, Jan. 26.—As far as known all the survivors of the wreck are now cared for. The nine first reported were brought in today by the rescue party from the Salvor accompanied by Messrs. Richmond and McKay of the cable station. The party from the Salvor was composed of Capt. Ferris, H. Cook, B. Gunn, and T. Wilson, and to them is due no small amount of credit. They left here early Wednesday and traveled an almost impassable trail for 15 miles and after a night without sleep they started for home with the servivors. Before starting homeward Captain Ferris visited the wreck and reports the beach literally covered with wreckage and that at the time five bodies were in the surf. A second party was sent out from the Salvor this morning composed of Dr. Hart, Lorimer and Jennings and Adams from the cable station. They went as far as Pachena and packed food and extra clothing. They were joined about three o'clock by the party from the U. S. S. Grant under Lt. Salvor party and then

Waited for the Survivors

They were sighted at 3.10 on a point of rock, having taken to the beach, the trail being too hard for the men in their famished condition. On sighting them the party on the beach responded to their beckoning and started along the rocks to assist. The Colonist correspondent was the first to reach them followed by Colville and found Bunker and F. Marshall on the beach in a deplorable condition, the latter having walked the whole distance with a sprained angle. The remainder of the party had followed the trail. Bunker had given up his coat and shirt and wore a piece of blanket. Marshall's ankle is in a bad condition. They were taken to the hut and given some soup and soon after the rescue party and balance of the survivors arrived. All were absolutely played out. The entire party had shoes which were taken from the dead. The survivors are loud in their praise of work done by Salvor rescue party which according to more than one of the rescued saved their lives. The work of rescues was a hard proposition. The trail is one only in name and to traverse this for a distance of 15 miles and return without sleep is a task that would tax even the hardiest.

To Messrs. Richmond, Mousley and McWha great credit is also due. They were the first to reach the survivors and

Swam Several Streams

But it would have been impossible to bring the party in without the assistance of the Salvor. The survivors picked up by the Salvor today and those brought in by the Salvor's crew with exception of two who are too ill to move, were trasferred to the U. S. S. Grant. The bodies were also sent on board the Grant. The Grant arrived here about noon and leaves for Seattle in the morning. Arrangements have been made to have the Grant take charge of the bodies at the wreck of which there are eleven reported. One was identified by papers on the body, as that of Mr. Doherty, New York, another as Louis A. F. Griefenstan, San Jose.

A Father' Heartrending Tale

Mr. Bunker, who has recently been appointed school superintendent at Seattle, said that there was an evident lack of discipline among the officers of the Valencia, which is corroborated by other passengers. A mess boy cursed an officer to his face for not giving the proper orders. Boat No. 2 was sent through the surf but capsized and only seven out of more than 20 got ashore. With wife and two children Mr. Bunker got into the next boat and the boat was sent out without the officers or seamen. The boat capsized and he tried to crawl back to the wreck, but the boat righted although nearly filled. He got in, however, and found his wife was clinging to the boat. He pulled her in and looked for his children. The girl was gone and the poor boy was limp. He managed to restore the boy and he began to cry and call "Papa." His wife said she could not hold hold on any longer. He kissed her goodbye. Just then the boat again capsized. He told his wife to try and hold on. He took her in one arm and the child in the other but something struck him on the head and he lost them both. He was swept in and out of the boat three times, then succeeded in

Holding on to the Rocks.

He waited on the beach till morning and then climbed the bluff and found the rail to a hut after great hardship, having to swim a river to gain the hut. He found some mouldy beans also a telephone receiver. The next two days the suffering was terrible but help arrived from the cable station and Clocose, then from the Salvor. From his knowledge there are several questions that in his opinion require answering as follows: "Why were boat loads of passengers lowered into the water without crews to man or officers to command?" "Why was there no discipline among officers and men?" "Why were the plugs for the bottom of boats not made to fit?" "Why was it impossible for the passengers to make the pins of the rowlocks fit?" "Why were the life preservers made of reeds and not of cork?" He opened fifty and found all the same. "Why did six members of the crew land near Cape Beale in one of the ship's boats without passengers?" "Why did the Queen and the two tugboats which stood near the wreck on Wednesday leave her to her fate?" One hour after they left the wreck collapsed and more than fifty floated to sea and no one to pick them up. In short, it might be well to ask, "Why the Pacific Coast Steamship Company are willing to permit the possibility of such conditions on their boats, and why the United States government does nothing to prevent such wholesale murder of her citizens?"

Another Indictment

S. Hancock, chief cook, who was picked up at Turtle island and taken to Toquart, said he cut the raft adrift and left the wreck about noon on Wednesday. The Queen was standing by, but too far out to render any assistance, and if the captain had stood by in the original position he would have saved the majority of those on board. The liferaft followed the Queen till dark and tried to signal, but received no reply, which he thinks would have been otherwise if the Queen had been keeping a good lookout. She was lost for a time; then they saw the Topeka, but could not attract attention. Wallis, one of those identified as dead, hoisted all signals, which was before the Czar ran in. At the time the Czar was there about 20 were in the rigging. He was of the opinion that on the ebb tide all those on board could have been saved if there was any steamer to pick them up. The captain, first, second and fourth officers were on the wreck when he left. The third officer left the night preceding. He corroborated the statement that all

Officers Were Very Much Excited.

Officers and Equipment Condemned

Alfred Willis, ordinary seaman on the Pensacola, aged 16, is one of the survivors and tells a story of hardship that makes one's blood curdle. He was in the second boat and when she was launched they found that the plugs would not fit. He could find no other plug and used his hand to prevent the boat sinking. The boat was washed through the surf and capsized. He was washed ashore and drawn back three times by the retreating water, but finally his pants caught on the rock and held. He is in very bad shape, but came over the trail in fine style. No better example of discipline was ever shown than dhen he arrived at Pachena Bay and saw Lieut. Coleville of the U. S. S. Grant.

Recognizing his superior, he calmly saluted and said "Lieut, I report sir." It was indeed a touching scene. He is loud in his praise for Mr. Bunker who kept the party in good spirits and also to the rescue party from Salvor who he says was responsible for saving his life. He is most emphatic in condemnation of the officers and equipment of life boats. In No. 2 there was no one understood the boat and it was steered by a fireman and the wooden oarlocks broke the first stroke of the oars.

Only one rocket was fired and when being drawn ashore by Logan it broke. The Salvor leaves here early in the morning and will likely call at wreck, and will reach Victoria tomorrow night.

Legislative Assembly

(Continued From Page Two.)

istry office?

2. If so, when was he appointed?

3. At what salary ?

4. Has Mr. Beckett been continously employed in the office since the date of his appointment?

5. If not, has he been represented by proxy?

6. If so, who was his proxy?

By Mr. Oliver—On Monday next—Questions of the hon. the chief commissioner of lands and works,

1. How many acres of timber lands have the Fraser River Tannery company under lease or licence?

2. For what purposes is this timber acquired?

3. Has this company built a saw-mill or saw-mills in connection with its holdings?

4. What is the annual rate per acre paid by this company on its holdings?

5. Has the government any reliable information as to the quantity and variety of timber on the holdings of this company?

By Mr. Brown—On Monday next—That a select committee of this house, consisting of Messrs. Ross, Taylor, Young, Henderson and Paterson, be appointed to inquire into all matters relating to an application by Mr. John Elliott, as counsel, for a flat for a petition of right to try certain questions relating to the mineral claim "Pass Train," with power to call for persons, papers and documents and to take evidence under oath, and to report the evidence and their findings to this house.

Mr. Garden to move, in committee of the whole on Bill (No. 18) intituled An Act to amend the Land Act, to add the following new section:

16. After the passing of this Act there shall be reserved from all grants of Crown land extending to the sea, or any inlet thereof, a strip of land one chain in width, measured from high water mark. The land so reserved, or any portion thereof, may be used for a highway, or may be leased or granted upon such terms as the lieutenant-governor in council may deem proper.

Resolved, That the house, at its rising, do stand adjourned until two o'clock on Monday next.

And then the house adjourned at 2.30 p. m.

Bill to Amend Land Act

The following is, the text of a Bill introduced by Hon. R. F. Green, chief commissioner intituled An Act to amend the Land Act.

His Majesty, by and with the advice and consent of the legislative assembly of the Province of British Columbia, enacts as follows:

1. This Act may be cited as the Land Act Amendment Act, 1906.

2. Section 2 of chapter 113 of the revised statutes, 1897, being the Land Act, is hereby amended by striking out all the words in the nineteenth and twentieth lines of the said section, and by substituting therefor the following:

Crown Lands shall mean and include such ungranted Crown or public lands or Crown domain as are within and belong to his majesty in right of the Province of British Columbia, and whether or not any waters flow over or cover the same.

3. Section 5 of the Land Act is hereby repealed and the following section is substituted therefor:

Pre-emption of Crown Lands

5. Except as hereinafter appears, any person being the head of a family, a widow, or single man over the age of eighteen years, and being a British subject, or any alien, upon his making a declaration of his intention to become a British subject before a commissioner, notary public, justice of the peace, or other officer appointed therefor, which declaration shall be in the Form No. 1 in the schedule of this Act, and upon his filing the same with the commissioner, may for agricultural purposes record any tract of unoccupied and unreserved Crown Lands (not being an Indian settlement) not exceeding one hundred and sixty acres in extent: Provided, that such right shall only extend to lands bona fide taken up for agricultural purposes, and shall not be held to extend to any of the aborigines of this continent, except to such as shall have obtained permission in writing so to record by a special order of the lieutenant-governor in council: Provided also, that such right shall not extend to the foreshore, tidal lands, the bed of the sea, or lands covered by any navigable water.

4. Section 9 of the Land Act is hereby repealed and the following substituted therefor:

9. Every piece of such unoccupied, unsurveyed, and unreserved land as aforesaid, sought to be pre-empted under the porvisions of this Act, shall, save as hereinafter is provided, be of rectangular or square shape, and one hundred and sixty acres shall either measure forty chains by forty chains (equal to eight hundred and eighty yards by eight hundred and eighty yards), or twenty chains by eighty chains (equal to four hundred and forty yards by seventeen hundred and sixty yards.) Eighty acres shall measure twenty chains by forty chains, and forty acres shall measure twenty chains by twenty chains. All lines shall be run true north and south, and true east and west.

5. Section 29 of the Land Act, as amended by section 2 of chapter 38, of the statutes of 1899, is hereby amended by adding thereto the following words:

And to the chief commissioner may cancel any such record when it shall be shown to his satisfaction that the same has been obtained for other than agricultural purposes.

6. Sub-section (1) of section 30 of the Land Act, as enacted by section 4 of chapter 30 of the statutes of 1901, is hereby amended by inserting after the word shall, in the eighth line thereof, the words "forthwith after such staking."

7. There is hereby inserted, after sub-section (1) of section 30 of the Land Act, as enacted as aforesaid, the following sub-sections:

(1a.) There shall not be granted under the provisions of this section any foreshore lands, tidal lands, the bed of the sea, or lands covered by any navigable water:

(1b.) The minimum area that may be purchased under the provisions of this section shall be forty acres, except in cases where such area cannot be obtained.

8. Sub-section (2) of section 41 of the Land Act, as enacted by section 6 of chapter 38 of the statutes of 1899, and as amended by section 2 of chapter 15 of the statutes of 1903 is hereby repealed and the following sub-section is substituted therefor:

2. Any person desirous of procuring a lease for any of the purposes referred to above shall, before entering into possession of the particular part of said lands be or they may wish to acquire, place at one angle or corner of the land to be applied for a stake or post at least four inches square, and standing not less than four feet above the surface of the ground, and upon such initial post he shall inscribe his name, and the angle represented thereby, thus "A. B's N. E. corner," (meaning north-east corner), or as the case may be, and shall cause a written or printed notice of his intention to apply for such lease to be posted on some conspicuous part of land applied for by him, and on the government office, if any, in the district, for two months. He shall also forthwith publish a notice of his intention to apply for such lease two months in the British Columbia Gaette and in some newspaper published and circulating in the district where such land is situate, or, in the absence of such newspaper, in the one nearest thereto.

9. Sub-section (3) of section 41 of the Land Act, as enacted by section 6 of chapter 38 of the statutes of 1899, is hereby repealed and the following subsection is substituted therefor:

3. After the expiration of the two months' notice, and within three months from the date of its first publication in the British Columbia Gazette, he shall make application in writing to the chief commissioner of lands and works for a lease over such land. Such application shall be in duplicate, and shall be illustrated by plans and diagrams showing approximately the position thereof and shall give the best practicable written description of the plot of land over which the privilege is sought. The chief commissioner of lands and works may, if there appears to be no valid objection, give notice to such applicant that a lease will issue as desired, provided the applicant has the land surveyed in a legal manner within six months from the date of such notification.

10. Paragraph (c) of section 51 of the Land Act, as enacted by section 6 of chapter 30 of the statutes of 1903-04, is hereby amended by striking out the words "thirty days after the last," where they occur in the first line thereof, and inserting in lieu thereof the words "two months from the first."

11. Sub-section (3) of section 53 of the Land Act, as enacted by section 3 of chapter 33 of the statutes of 1905, is hereby amended by adding at the end thereof the following:

When any such licence shall be granted in respect of land situated within ten miles of an incorporated town or city, the same may be renewed only at the discretion of the chief commissioner.

12. Every assignment of a timber lease or special timber licence shall be filed in the department of lands and works and a fee of one dollar shall be payable in respect hereof.

13. All special timber licences and all renewals thereof heretofore granted shall be deemed to have been legally granted, but nothing in this section contained shall affect any legal proceeding now pending respecting any such licence or renewal thereof.

14. Section 55 of the Land Act is hereby amended by adding thereto the following sub-sections:

(2) The holder of a licence granted under this section shall not use horses, cattle, steam power, or machinery operated by horses, cattle or steam power, in carrying on lumbering operations under such licence.

(3) Any person being the holder of a licence granted under this section, who shall violate the provisions of the preceding sub-section hereof, shall be liable, on summary conviction before a stipendiary magistrate, to a penalty not exceeding one hundred dollars.

15. All leases of Provincial lands or Crown domain over which any waters flow, or which are covered with water heretofore granted by the chief commissioner of lands and works, are hereby validated and confirmed, and shall have the same force and effect as if granted after the passing of this Act, but nothing in this section contained shall affect any litigation now pending.

A YEAR'S SHIPBUILDING.

An analysis of the 180 odd returns received by Engineering from shipbuilding and marine engineering firms in the kingdom shows this first important fact, that the production of new shipping, including 1266 vessels of all sizes and types, from the huge leviathan of 22,724 tons gross register to tiny river craft, and from the great battleship to the submarine boat, makes up a total of 1,824,750 tons. This aggregate, continues Engineering, is the largest ever recorded, being 14,000 tons greater than the previous maximum—the output of 1901—and 21 per cent. above the average for the past ten years. Upon the output of the two immediately preceding years the increase is about 400,000 tons—equal to 28 per cent.; so that it may be assumed that for every four men continuously employed in 1904 and 1903 there were five engaged in 1905. The explanation for this increase ts to be found first in the fact that at the close of 1904 prices for ships were at their lowest, the rate for first-class general cargo carrying steamers being on the basis of between £5 and £5 10s. per dead-weight carrying capacity. It was then thought that the Russo-Japanese war must soon terminate, and that peace would not only bring a great demand for tonnage for use in the far eastern trade, but a fillip generally to international trade. As a consequence, there was a wide disposition to take advantage of the mjinimum prices, and there followed a great demand for new tonnage. Part of it was speculative, builders being induced to accept payment at a distant date because they had few orders on their books. Much was for replacing obsolete ships. Apart from the coal consumption economy of the modern steamer there has been a steady improvement in cargo arrangements. There is, however, a suspicion that the demand has been in excess of the requirements. Prices have advanced; ships in the later autumn could only be placed at from £6 10s. to £6 12s. 6d. per ton of deadweight carrying capacity—an increase of about 20 per cent. in the year, principally because wages and materials had advanced. Steel shipplates, for instance, had gone up from £5 17s. 6d. to £7 2s. 6d., a rise of 20 per cent. Now, however, owners who ordered steamers on speculation are willat least ing to sell at £6 per ton, so that they at least fear the boom is over, and the tonnage available, or "in sight" in excess of the requirements. A second reason for the great demand is the large amount of tonnage ordered by foreign nations. Not since 1900 has the percentage of foreign tonnage to the total been so high—it is 21.1 per cent. of the total output—and, as shown in Engineering, Germany, Norway, Sweden, and Holland have materially increased their fleet from British yards as well as from their own works. The total merchant tonnage launched is 1,694,000. This is 400,000 tons more than in the previous year, and 94,000 more than in the year which formerly established a record. The recent improvement has been experienced mostly on the Clyde, the Tyne, and the Wear. Only one sailing ship was constructed; this was the Archibald Russell, of 2429 tons, a four-masted bark, constructed by the Scotts' Shipbuilding and Engineering Company, of Greenock.—Engineering.

GUARD ARRESTED.

Death of Woman in New York Subway Laid to Conductor.

New York, Jan. 26.—Mrs. Sarah A. Drummond an aged woman was killed by a subway train today while trying to go into a car in which the door had been closed. Her daughter had run ahead of Mrs. Drummond fearing that they might be late for the train and had stepped inside the car when the guard shut the door, separating mother and daughter. The young woman asked the guard to reopen the door and her mother rapped on the window in the door but the guard signalled for the train to start. As it did so Mrs. Drummond attempted to run along the edge of the platform talking to her daughter but slipped into an open space between the train and platform. She fell to the track and was run over. The accident occurred at the 137th street station on Broadway. The guard was arrested.

The Vacant Portfolios

Hon. Mr. Brodeur Will Be Transferred to the Marine Department.

Senator Templeman to Take Charge of Inland Revenue for Present.

OTTAWA, Jan. 26.—Hon. Mr. Emmerson today heard several applications for approval of route plans of railways. During the discussion the minister intimated that departmental regulations should be be framed compelling companies applying for approval of route plans to supply sufficient blue prints to the secretary of the department so that all interests affected might be apprised when the subject was coming up.

In connection with filling the vacant portfolio of marine and fisheries, it is semi-officially announced that Hon. Mr. Brodeur will be transferred from the inland revenue to the late Mr. Prefontaine's department, and that Senator Templeman may temporarily be given the inland revenue until an act can be passed authorizing the amalgamation of that department with the customs.

Amalgamation of Portfolios

It is said to be Premier Laurier's intention to separate from the interior department the administration of lands, mines and geological survey and when the amalgamation of the two revenue collecting departments takes place the division of the interior department will be simultaneous.

Hon. Mr. Brodeur is today confined to his room.

There will not likely be a meeting of the cabinet until the beginning of the week and no appointment will be made until a full cabinet meeting is held which will be probably in a week or ten days.

Hon. Mr. Hyman visited the Commons building this afternoon to inspect the improvements made since last session.

The work of revising and codifying the federal statutes practically completes the volumes now in the printers' hands.

School lands funds are created for the new western provinces. Saskatchewan gets $242,224, and Alberta $44,693, being the balances to their credit from land sales in former provincial districts.

The Cabinet Change

Montreal, Jan. 26.—The Gazette says With the presence in Montreal of several cabinet ministers and politicians there was a wealth of rumor in the air yesterday, chiefly with relation to expected cabinet changes. From an authoritative source it was said Hon. Mr. Brodeur would be the new minister of marine and fisheries in succession to the late Hon. R. Prefontaine. There will be no successor to Mr. Brodeur because it is the general opinion that the ministry of inland revenue will be abolished, the government intending to merge it with the customs department. It was plainly stated that the institution of a new department, that of mines and lands, would be part of the future programme and for this portfolio Senator Templeman is slated.

A Big Evaporation

Toronto, Jan. 26.—The statement of Auditor Edwards, who examined the affairs of the Dominion Roller Bearing Company, will show an evaporation in capital of $175,000.

The Ontario government is sending a travelling immigration agent to the Old Country to look after Ontario's interests in the selection of settlers.

The assise court has awarded $21,000 damages to Aaron Stephens of Scarboro against the Toronto Railway Company for the death of Russell Thomas, Stephens' son, on Thanksgiving Day, 1904, in a collision between a street car and a freight train at Queen street east crossing.

Floods at Chatham

Chatham, Jan. 26—The river Thames is running wild at this point and serious results are feared if the flood does not soon abate. All wharves and docks are submerged on Thames street and the lower portion of the town is under water, all cellars and business basements being flooded. The old police station on the river bank is submerged and the Canada Flour Mills and other small factories along the river are flooded to an extent which has caused a shutdown.

Judge Lazier Dead

Belleville, Jan. 26.—Judge Lazier, senior judge of the county court of Hastings, is dead from an attack of pneumonia. He was eighty years of age and had been judge since 1872.

Fatal Grade Crossing Accident

London, Jan. 26.—While crossing the Grand Trunk tracks at Richmond street crossing last night the "Victoria," a special street car, was struck by a freight train, killing H. Jopson Moore, the street car conductor. There were seven passengers in the car, but none was injured beyond a shaking up. The engine struck the rear platform of the car upon which Moore was standing. He was caught between the car and engine and horribly crushed, his neck being broken, skull fractured, both arms pulled out of the sockets and several other bones broken. He was dead when picked up. He leaves a widow and four children. It is not known who was at fault, as the gate tender signalled the car and closed the rail to allow the car to pass over the tracks immediately after the east bound train had passed and not seeing the west bound freight, had the semaphore down allowing the freight a clear track.

The Telephone in Manitoba

Winnipeg, Jan. 26.—A special committee of the legislature will be appointed to fully investigate the telephone question. They will be empowered to examine officials under oath in order to secure data for the house. This is probably the first step towards a government telephone system.

Baseball at Lethbridge

Lethbridge, Jan. 26.—The Calgary Baseball Club will play here tomorrow. The weather is magnificent, and the diamond in fine shape.

Conservatives Drop Liberals

Carberry, Jan. 26.—The provincial Conservative Association, in session here today decided to drop the word "Liberal" and in future to be known as the Conservative Association of Manitoba.

Fire at Rosenfeld

Rosenfeld, Man., Jan. 26.—The general store of A. J. Reimer was entirely destroyed by fire early this evening. The fire is supposed to have started among the drygoods and is believed to have been caused by the careless dropping of a lighted cigarette by an employee at the time of closing. The adjacent building, owned by D. Stewart, had a close call and was only saved by the heroic efforts of the firemen. The stock carried by Reimer was valued at $8,000, with insurance of $3,500 in the Mennonite association. Mr. and Mrs. Reimer were out visiting at the time of the fire. There was a little daughter sleeping upstairs and she was rescued in her night clothes.

Calgary's Sewer System

Calgary, Jan. 26.—The sewer system is being extended on the basis of preparation for a population of 50,000, which it is thought the city will have attained during the next few years.

WIFEBEATER PUNISHED.

Well-to-Do Citizen in Decatur Does Stunt in Chaingang.

New York, Jan. 26.—A Decatur, Ala., despatch to the World says: With shackles on his ankles and with a pick in his hands, Robert Beachman, a well-to-do business man, was forced to work on the streets of Decatur on Thursday with a gang of white and negro city convicts, and with a boss standing over him.

Before Mayor Henry Skeggs in the police court Mrs. Beachman testified that Beachman had knocked her down and threatened to kill her. Under Alabama law a husband who assaults his wife is forced to work in a coal mine or on city streets. Beachman was fined $25 and costs and sentenced to thirty days' labor on the streets for cursing in the presence of his wife, and was fined $50 and costs and sentenced to thirty days on the streets for assaulting her. Beachman tried unsuccessfully to appeal to the circuit court by filing a bond. Beachman, who is 50 years old, came to Decatur about 1890 from Rochester, where he and his wife had lived for years. He owns valuable business and residential property in Decatur, most of which is in his wife's name. Beachman spent last night as a city convict in a cell at the city police station.

INDIANS STILL ON THE INCREASE

Hon. Frank Oliver Predicts a Big Rush to Canada—Officials Busy Preparing.

The annual report of the Indian department has just been issued. It shows that the Indian population of the Dominion for 1905 was 107,637, compared with 107,978 for 1904. Although this indicates a decrease there was an actual increase in the population. In the province of Ontario 430 had been deducted because it was discovered that this number had been returned under two distinct headings previously. The excess of births over deaths for the year was 273 which surpass by eleven the increase of population from the same source during the year before. Quebec, New Brunswick and Manitoba give increase in the population, while Ontario because of the error in calculation, Nova Scotia, Prince Edward Island, British Columbia and the Northwest show decreases. Some 227 souls were omitted in the Northwest in treaty. The actual increase was 295, of which 273 was natural increase and 23 migratory.

Increase in Earnings

The aggregate earnings of Indians from all sources exclusive of interest, moneys, annuities and rentals were $4,524,773 which exceeded the preceding year by $248,973. These figures bear testimony to the material welfare of the Indians. The Indians who are being overtaken by settlement are in the most part either in a position to provide for their maintenance by farming or to avail themselves of other openings for industry. About 45,000 acres were under cultivation and $1,264,705 realized from grain and roots harvested. There was an increase in the value of farm product in all the province except New Brunswick, Prince Edward Island and British Columbia. The wages earned a the year were $1,621,729, an increase of $165,197 over the same time last year.

From industries there were realized $692,180, an increase of $80,000 over last year. The increase in wages has been proportionately greater in the older provinces and that from industries greater in the younger provinces. From hunting there was realized $610,020 and from fishing $466,958.

Deputy Minister Pedley in his report says that intemperance among Indians is by no means the widespread evil that some see mto suppose. It is true that it is sadly prevalent among some bands, but among the better class it is extremely rare. A marked improvement is taking place as far as drinking is concerned. There are 308 schools, an increase of five over the previous year. The capital of the Indian trust fund has increased to $4,545,756.

THE COMING OF THE TURBINE.

During the year, says Engineering, seven vessels were launched in this country and subsequently fitted with turbines, the total power of these seven vessels being approximately 70,000 indicated horsepower. In the previous year there were thirteen vessels, totaling benweet 70,000 and 80,000 indicated horsepower; but the most significatn fact is the decision of the admiralty to fit this system in everyone of the ships ordered this year—a battleship, three armored cruisers, five sea-going destroyers, and twelve coastal destroyers. One after another of the owners of the Channel services have adopted the system, finding it not only more efficient from the point of view of speed, but more economical in steam and coal consumption. It is not therefore, surprising that, taking this country alone, the Parsons system has been adopted for over 700,000 idicated horsepower. It is to the credit, too, of our engineers that in this respect they have been pioneers of the system, since only about half-a dozen vessels—all of the more or less experimental type—have thus far been ordered from foreign works. Another department of marine engineerng in which there is a decided progressive step is, continues Engineering, in the fitting of internal-combustion engines for propulsion. A large number of launches with petrol motors are included; but more significant is the adontion of coal-gas producers and gas engines in a small vessel on the Thames; and, and more important still is the manufacture of a 500-brake horsepower set for a coasting steamer. This work is being prosecuted with a characteristic courage by Mr. William Beardmore, of the Dalmuir Works.—Engineering.

STUDENTS PROTEST.

Ann Arbor, Mich., Jan. 26.—University Hall, the capacity of which is 3,500 people, was unable to accommodate all the students, alumnies and citizens who sought to attend last night's mass meeting called to protest against the adoption by the University of Michigan of the recommendations made at the recent Chicago conference on football.

Pacific Coast Happenings

Collision at Wharf in San Francisco Results in Big Damage.

A Mail Robber Interrupted by Workmen at Portland, Oregon.

SAN FRANCISCO, Jan. 26. — The steamer Grace Dollar bound for Seattle, ran into the British bark Pax, lying at anchor off Fillmore street wharf yesterday. Prompt action prevented possible loss of life. Both boats were badly damaged. The Dollar being forced to put into port for repairs.

A Woman's Last Wish

Portland, Jan. 26.—Cherishing memories of her girlhood days in Portland Mrs. Mary Elizabeth Cassidy who died in Spokane January 22, made a last request that her remains be cremated and the ashes scattered on the waters of the Willamette at Portland. This strange wish will be carried out.

Mail Robbery Discovered

Just before midnight last night railroad employees discovered a man sitting by a fire in the terminal yards of the city rifling the contents of a mail pouch which he had stolen from a truck where it had been preparatory to being loaded on a northbound train. The man escaped in the darkness. It was found that he had opened more than 200 letters.

Fatal Gun Accident

Bellingham, Jan. 26.—While engaged in duck hunting yesterday afternoon Robert Stowell, the 18-year-old son of John Stowell, Great Northern agent at Ferndale, received wounds from the accidental discharge of a gun, which proved fatal at 9 o'clock last night.

THE WEEKLY WEATHER.

Victoria Meteorological Office.
January 17 to 23, 1906.

The main feature of the past week's weather has been the succession of storm areas and gales on the British Columbian and Washington coasts. On the 17th a storm of great energy and magnitude was central off Cape Flattery, the barometer on the day previous having reached the unusually low reading of 29.08 at Tatoosh Island; this depression moved rapidly to the eastward, causing in its progress snow in British Columbia, Montana and eastern Oregon, and rain in the Western Pacific states, accompanied at the same time with strong winds on the Vancouver Island and Washington coasts. On the 18th the pressure continued low over the province and North Pacific states, and rainfall was general from British Columbia southward to Los Angeles, and it became much warmer in California. On the 19th the storm had moved inland to Carlboo, and an extensive system of low pressure covered the entire western half of the North Pacific slope, its influence causing snowfall in the northern part of the province and the mountain and plateau regions of the States, and rain in the Western coast region from the Straits of Fuca to lower California, where an excessive fall of 5.82 inches in 24 hours was reported from St. Louis. At the same time a secondary depression appeared over British Columbia and centred on the northern coast at Port Simpson, the pressure increasing in the Pacific states and the Northwest provinces. These conditions without any very material change continued to the close of the week on the 23rd, resulting in a succession of strong winds and gales and stormy weather from Queen Charlotte Island to the Columbia river, with wind velocities of 60 miles an hour.

The first part of the week was cold, several inches of snow fell on Vancouver Island on the 18th and 19th; the lowest temperature being on the 20th, but a change took place then, and the weather became and continued unusually mild on the coast. The rainfall has been heavy in this province and the Pacific Coast states.

In the prairie provinces of the Northwest the snowfall has been comparatively light, but a decided cold wave has prevailed, with temperatures falling to 38 degrees below zero.

Further north, in the Atlin and Yukon districts, the weather has continued intensely cold, the lowest point at Dawson being 64 below zero, and at Atlin 50 below.

At Victoria there were recorded 10 hours and 48 minutes of bright sunshine; the highest temperature was 51.6, on the 23rd, and the lowest 26.2 on the 20th; melted snow and rain, 1.11 inches, including some two and a half inches of snow.

At Vancouver—Highest temperature 63, on the 22nd; lowest 26, on the 21st rain and melted snow, 3.58 inches.

At New Westminster—Highest 56, on the 23rd; lowest 36, on the 21st; melted snow and rain, 3.86 inches.

At Kamloops—Highest 48, on the 23rd; lowest 2, on the 21st; snow, 1.40 inches.

At Barkerville—Highest 42, on the 23rd; lowest 12 below zero, on the 20th; snow, 14 inches.

At Port Simpson—Highest 32, on the 23rd; lowest 10, on the 22nd and 23rd; melted snow and rain, 0.48 inch.

At Atlin—Highest 6 below zero, on the 17th; lowest 50 below zero, on the 21st; snow, .26 inch.

At Dawson—Highest 42 below zero; lowest 64 below zero; no precipitation.

CHINESE IN CALIFORNIA.

Collier's for January 20, 1906.

Laws against contract labor have had as a result that the Chinese in this country are not of the lowest quality. Though they are collected in city slums, as in San Francisco, certain faults are obvious. Being gamblers, like white men, they pay tribute to the police, and sometimes a mayor of San Francisco may find it necessary to remove a police commissioner for too great anxiety about this source of income. They also fight in Chinatown, and kill a few, selecting their victims, however, with practical exclusiveness, among themselves. Outside the big cities, whether in industry or as house servants, their reputation is high. They are honest, loyal, fond of children, kind to animals, industrious, and sober. Opium smoking is found little among servants; more in the class of shopkeepers and merchants, who were not excluded when our present law was passed. The arguments against admitting Chinese freely to this country are cogent and will probably prevail, even if China's retaliatory boycott proves as lasting and extensive as those best informed believe it will be; but these arguments have nothing to do with the character of the individual Chinaman, which is in many ways one of the best to be found on earth. An able English observer, William Maitland, for many years an employer of Chinese in California, expects the Chinamen who return from the States, with new ideas of liberty and opportunity, to do much in the course of time, to start the great empire on the road to modern power.

FIRE AT ARROWHEAD.

Arrowhead, B. C., Jan. 26.—Newman & Chapman's store and the post office were totally destroyed by fire at 9 o'clock last night. The cause of the fire is unknown.

A WOMAN'S BACK IS THE MAINSPRING OF HER PHYSICAL SYSTEM.

The Slightest Backache, if Neglected, is Liable to Cause Years of Terrible Suffering.

No woman can be strong and healthy unless the kidneys are well, and regular in their action. When the kidneys are ill, the whole body is ill, for the poisons which the kidneys ought to have filtered out of the blood are left in the system.

The female constitution is naturally more subject to kidney disease than a man's; and what is more, a women's work is never done—her whole life is one continuous strain.

How many women have you heard say: "My, how my back aches!" Do you know that backache is one of the first signs of kidney trouble? It is, and should be attended to immediately. Other symptoms are frequent thirst, scanty, thick, cloudy or highly colored urine, burning sensation when urinating, frequent urination, puffing under the eyes, swelling of the feet and ankles, floating specks before the eyes, etc.

These symptoms if not taken in time and cured at once, will cause years of terrible kidney suffering. All these symptoms, and in fact, these diseases may be cured by the use of

DOAN'S KIDNEY PILLS

They act directly on the kidneys, and make them strong and healthy.

Mrs. Mary Galley, Auburn, N.S., writes: "For over four months I was troubled with a lame back and was unable to turn in bed without help. I was induced by a friend to try Doan's Kidney Pills. After using two-thirds of a box my back was as well as ever."

Price 50 cents per box or three boxes for $1.25 at all dealers, or sent direct on receipt of price. The Doan Kidney Pill Co., Toronto, Ont.