

STORY OF LAST MOMENTS OF WRECK

WHAT LOGAN'S PARTY SAW FROM THE CLIFF

Broken Line From the Valencia Lying Across the Trail—How the Survivors Died.

body of a Japanese. It was never seen again. On Saturday morning the first boat landed from the revenue cutter Grant; but it was found impossible to take off any more of the crew...

(Special Correspondence of the Times.) On Board Tug Lorne, Feb. 5.—Your correspondent considered it advisable to consult with all parties present on the beach near the scene of the wreck and give a truthful account from those who took part in the last minutes, before the wreck broke up and the men and women floated out on the wreckage...

They reached the scene of the wreck about 10 a.m. Wednesday and would have passed on but for a small rope which was across the trail, about one hundred yards from the edge of the cliff. Attached to the end of the small rope was a harpoon buried in the ground. The trail is about four hundred yards from the steamship, and when the men pulled on the cord, which was no thicker than a lead pencil, they found that it was broken only about a fathom remaining on the land side.

They then went to the edge of the cliff and noticed about one hundred persons on the house of the doomed ship and clinging to the masts. When they spied Logan and his party; but their hopes were dashed when they found that the would-be rescuers were powerless to save them. The wreck was two hundred yards from the foot of the bluff; the cliff was one hundred feet high, shelving from the top and is of sandstone, as smooth as glass. Logan and his party stayed round two hours, watching, without means to render any assistance.

About noon a large wave struck the bluff, came right back to the water and carried away every living being with the exception of two men who were clinging to the Mast. Shortly after the two men went with the wreckage with those clinging to it, they saw a steamer in sight from the top of the cliff at the time the wreck broke up. Logan and his men then started for the hut, and arrived there about 4 o'clock on Wednesday afternoon.

A party from the cable station at Bamfield had started out on hearing the news of the wreck, consisting of Messrs. McWha, Mousley and Richmond, reaching the beach where they found nine survivors. It was impossible to cross a river called Darling, which the survivors had crossed during the night. The only means to cross had been washed away.

Washed Ashore. Each time closer to his destination, and at last, in an exhausted state he reached the side nearest the wreck and crawled out. He joined Logan's party and walked along the beach towards the wreck, returning at noon. Bunker shouted out several messages to the operators and they were sent from the hut to the cable station.

At the afternoon the tide went out and the four men crossed over with difficulty. There are two huts in the locality, one at each side of the Darling river and about one and a half miles apart. The party arrived at a party from the Salvor, arriving under the guidance of Lineman McKay, bringing provisions to those at the beach. On Friday the Salvor's party returned to Bamfield with the survivors, arriving at the station in the evening in an exhausted condition. The superintendent and his operators provided the men with everything necessary to make them comfortable.

On Saturday morning the first boat landed from the revenue cutter Grant; but it was found impossible to take off any more of the crew. Bunker came ashore in this boat and remained with the searching party. It was decided that the best means of taking off the bodies would be with Indians in canoes. The tug Wyndia arrived with a dory and a landing was made by Lieut. Covel from the Grant. The sea was rising and much difficulty was experienced in getting the dory off. The Grant and Wyndia returned to Bamfield and the shore men made their food from the articles thrown on the beach, consisting of coconuts, canned peaches and sodden biscuits.

On Sunday Logan returned with two Indians and commenced the work of salvaging a large number of barrels of liquor. The remainder of the party started along the beach, finding and burying bodies. They interred two children and seven men, and marked the places where they had laid them temporarily. One Sunday evening McGraw and McKay arrived over the trail with provisions. McGraw had been to Cape Beale, where he discovered with the Indians the body of Fred Erickson. On Monday the body of Hoelscher was found, and later the party buried the bodies of two unidentified men. The cable party buried a woman on Monday, and on Tuesday morning Joe Marlin and F. Daykin left for Clo-osee to procure supplies.

Creep Out to the Edge of the bluff on their hands and knees to look down upon the stump of a mast and a piece of the wreck that is above water. On Thursday the party from the cable station left Darling river for Bamfield, walking over a trail through the woods for fifteen miles. Search Parties at Wreck Accomplished Nothing Yesterday.

There is little to report in connection with the work being done at the wreck. A message from Capt. Smith, to the agents, R. P. Rithet & Co., received last night, stated that nothing could be accomplished yesterday, and leaving for Victoria by the first steamer. Capt. Smith has had ten men under his charge at the scene of the wreck for eight days. He went down to the coast on the second trip of the Lorne, and since that time has done nothing. The Pacific Coast Steamship Company have still the Lorne and other steamers engaged in the work, and in addition there are the United States cutter Perry and Grant, but it is now thought that this fleet cannot render much more service in the way of recovering bodies. The last found were so badly decomposed that their removal was almost impossible.

There are at present 13 unidentified bodies in Victoria, undergoing examinations. The remains of four victims of the wreck were shipped to Seattle last evening. These included the body of H. N. Peter, which was identified by the absence of one finger and by other marks, and a second was that of a young man named Findlay, whose parents live in Seattle. Of the ten at the B. C. undertaking parlors several should be readily identified, especially the remains of two women, by the presence of peculiar dental work in their mouths.

Arrangements for the burial in Victoria of bodies not identified are being made. Descriptions of all have been carefully noted by the provincial police. Each body will be numbered so that if claimed at some subsequent time it can be easily obtained. PROTESTANT ORPHAN'S HOME.

The monthly meeting of the ladies' committee of the Protestant Orphan's Home was held yesterday afternoon in the city hall, Mrs. McTavish, presiding. The others present were: Mesdames Van Tassel, McCulloch, Fell, Shakespeare, Huckell, Toller, Todd, Higgins, Gillespie, Milne, Munis, Andrews, Pickard, Sprague, Berridge and Miss Austin.

Mrs. Noah Shakespeare and Miss Austin were appointed visitors for the month. Bills totalling \$118.50 were approved and ordered paid. Mesdames Todd and Munis reported having visited the home during the past month, and reported with regret the prevalence of mumps among the children. They also recommended a system of fire protection be installed, and that the gentlemen's committee be requested to take this matter in hand. The following donations were acknowledged with thanks: Mr. James Dunsmuir, 3 tons coal; E. G. Prior & Co., 1 large meat chopper; Mrs. Gordon, Otter Point, 3 sacks potatoes; Vancouver & Quadra lodge, A. F. & A. M., per J. W. Robinson, sandwiches, cold meats, cakes, jellies, rolls, apples and oranges; Mrs. Hood, clothing; A. Friend, dripping; The Yorkshire Society, sandwiches and cake; Mrs. A. M. Lemon, Beaver Point, per Mrs. Rae, 1 large quilt; I. O. O. F., per Mr. Goward, cake, sandwiches, apples and oranges; Mrs. Wm. Munis, clothing; Mrs. Wm. Munis, clothing; Mrs. Barnabas' church, large basket of cake; Mrs. Astle, Burnside road, per Porter Sons, clothing; Mrs. Olsson, milk three times a week; Mr. Young, White House, box ribbons and jacket; Miss Pope, new coat for one of the girls; Mrs. Van Tassel, apples and ping pong; Mrs. Smith, Sunset, shoes and cloths; Mrs. Blackwell, books, papers and nuts; Mr. King, expressage; Times and Colonist, daily papers; Mrs. Kelso, jam and groceries; A. Friend, per Porter & Sons, clothing; White House, Henry Young & Co., hats; from the Craighflower Mission, per Mr. J. J. Wilson, \$12; Mr. and Mrs. J. B. Lovell, \$5.

The government hatchery at Harrison lake is reported to be doing very well, and it is estimated that this season about 30,000,000 young salmon will be liberated.

SECOND OFFICER'S EVIDENCE COMPLETED

AT INQUIRY INTO WRECK OF VALENCIA

Denied There Was any Drinking After Vessel Struck—J. Hancock on the Witness Stand.

(From Tuesday's Daily.) At yesterday afternoon's session of the Valencia inquiry A. E. McPhillips, K. C., appeared on behalf of the provincial government. There was quite an argument as to his right to cross-examine witnesses. He was finally permitted to do so, although Captain Gaudin thought it a matter for regret that Mr. McPhillips had not been present from the beginning.

The examination of Second Officer Peterson continued at the opening of the afternoon session. He estimated that the distance from San Francisco to Cape Flattery was about 700 miles. It was about 7 o'clock on Monday night when the vessel was off Destruction Island. By the log the ship was 680 miles from Frisco at 10 o'clock on the night of the wreck. As the log overran about five or six per cent, he believed that the actual distance from Frisco at that hour was approximately 650 miles. In his experience very few logs showed the same figures. They were not accurate, some overrunning and others falling short a considerable extent.

It was his first trip on the Valencia. There were new men among the crew. As far as he knew no fire drill was held for the benefit of these men during the voyage. What was happening in other parts of the vessel during the time he was occupied with his boat he didn't know. Answering J. Lawson, who appeared for the P. C. S. Co., witness said that fire drills were generally held on the trips from Victoria to Seattle and between Sound points. The small boats were examined at regular intervals to see that their fittings were complete. They had to be lifted a couple of feet from the deck in order to clear them.

A. E. McPhillips, counsel for the provincial government, commenced putting a Number of Questions, but the chairman objected to covering ground that had already been gone over. Mr. McPhillips protested strenuously. He stated that if he wasn't going to be permitted to cross-examine witnesses, he would more service be rendered by precluded from participating in the proceedings. In his opinion he occupied a position much different from any other counsel present. He could easily put the witness on the P. C. S. Co.'s representative would wish to make out that the steamer Valencia was thoroughly equipped, and also that the Dominion government's counsel would desire to show that the Federal authorities were not derelict in their duty with regard to proper safe guards to navigation. He didn't wish, however, to make any such imputation. When the province had insisted on an enquiry into the Callam disaster Mr. Lugrin, representing the Dominion, had been permitted to cross-examine witnesses and accorded every other courtesy.

Mr. Lawson wanted it understood that he would feel entitled to cross-examine also if that privilege was extended Mr. McPhillips. Capt. Cox took exception to Mr. McPhillips' remarks to the effect that there was a possibility of the commissioners wishing to cover anything up. Mr. McPhillips withdrew anything he had said which could be so construed. Capt. Gaudin then extended the provincial representative the power to ask questions.

The proceedings proper recommenced, and witness, Mr. Peterson, said that the life boats had air tight compartments. There were rockets in two of the boats. In addition there were sails, and in fact all the required paraphernalia. One line Had Been Cast Ashore. He said that if there had been anyone ashore to take the line, boxes could have been procured and fixed for the transfer of those aboard. He didn't know whether the line was in the wheel house showed soundings when the vessel went ashore.

Asked to express an opinion, witness thought a light near the place where the ship was beached would have averted the disaster. He believed that a life saving station in that vicinity would have been of great assistance. A light ship between Cape Beale and Carmanah would be a good thing, but he doubted if such a vessel would be able to remain stationary in face of the heavy southwest winds prevailing there.

When he had seen the steamers in the offing he did not think it would be possible for any small craft to come alongside on Wednesday. At the time he left the vessel his opinion was that one more good sea and that she would break up. The boats had been lowered during the night. Next morning a tug had come alongside towing a life boat. The crew of the latter was not in his opinion proficient. In fact this was so obvious that many of those on the wreck were able to see the ship's mast. That he acknowledged, was hardly a parallel case to the Valencia disaster. Things were bad, but not to the same extent dangerous.

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person ashore to take a line during the time he was on the stranded vessel. He thought a first-class life boat would have been able to approach the wreck; that is one equipped as are those of the ordinary coastwise Dominion, said he wouldn't have the slightest hesitation, personally, in taking such a course. After asking a few more questions regarding the life saving station on the Pacific coast, Mr. McPhillips concluded his examination.

Answering Mr. Lugrin, witness said he had been in the water with a life preserver, and that it had acted splendidly. He could swim but little. His belt was made of tulle and was most of those worn by the people aboard the raft. All those who jumped off the raft had lowered the boats. He saw one of the boats drop as if they had been lowered away. It had been full of passengers, all of whom were precipitated into the sea.

To Mr. Lugrin witness said that he could give no opinion of the relative value of a tulle and cork life preserver. The commission then adjourned until this morning. (From Tuesday's Daily.) The commission appointed by the Dominion government to investigate the Valencia wreck sat again this morning at 10 o'clock. Gaudin, Cox and Newcomb constituting the court.

C. H. Lugrin, for the Dominion government, wished to make a statement in view of the comments of a certain local newspaper as to the scope of the commission. He had been present at an interview between Capt. Gaudin and himself with respect to the scope of the inquiry. He said that the captain had told him that the commission was to be as thorough as possible. It was to be a full investigation of the casualties in connection with the recent disaster as completely as the evidence available made practicable. J. A. Thompson, inspector of boilers, was first called. He said that the Valencia was last inspected by him on the 27th of April in Seattle. The boats, so far as he knew, had not been particularly carefully examined then. The American inspectors were at that time making a survey through inspection.

In the connection he submitted a communication from the minister of marine and fisheries. Answering Capt. Gaudin, witness said that at the date of the Valencia's departure he was his practice to perform his duties the same as would have been done on a Canadian vessel. The United States official and he worked together examining the boilers internally and externally, and their struts by means of pressure of the Valencia was a single bottom ship. He knew this because he had gone beneath the engine. According to The Latest Instructions it wasn't necessary for him to duplicate the performance of the United States inspectors. The latter's tests were accepted and the certificate issued. The crew had been advised that such an American vessel was in the condition specified by the officials of the country under whose flag that ship operated.

The previous day so that if the hull had broken they would have floated clear. Seeing how things were going the chief officer asked witness to form a party to take one of the rafts. Very few would be able to go. After leaving they tried to reach one of the ships. Finding that impossible they made for Cape Beale. They had drifted clear of that point and were washed ashore on Turret Island. Next morning they were taken to the steamer Shamrock and taken to Ne-quot. There they got in communication with Bamfield, were picked up the next day by the Salvor, again visited Turret Island and recovered three bodies. The crew had been rescued from the main party, and ultimately reached Seattle via Bamfield.

Answering Capt. Gaudin, witness said that every man would know his station. After the crews had taken their places the boats had been lowered. The Valencia was equipped in accordance with orders as far as he knew. In his opinion the passengers took the thing into their own hands, assisted by some of the crew, who were leaving. He did not think there had been any fault. His inspection of the Valencia, however, was complete, as he had no knowledge then of the order in council which altered the regulations.

To A. E. McPhillips, counsel for the provincial government, witness reiterated that his Inspection of the Valencia had been complete irrespective of the United States officials. He had nothing to do with inspecting the equipment of vessels, his duties being confined to the engine room. The latter was placed amidships. He didn't know where the water had come in when the Valencia struck. She had the usual bulk-heads, but he had never tested them.

Mr. McPhillips asked whether witness considered that the Valencia had held together well. He replied in the affirmative stating that three days in the face of rough seas was a considerable time. Counsel then instanced the case of the San Pedro, which had remained on Broche ledge for many months. He wanted to know whether the two vessels could be fairly compared. Witness smiled and remarked that the San Pedro was, comparatively speaking, in dock. He added that he considered that the Valencia, though small, was as sound a steamer. Questioned as to the line of what the Dominion government intended by adopting a policy of reciprocity in connection with the issuance of inspection certificates witness said that Canada was not in a position to issue such certificates. At the time of the Valencia inspection the order-in-council had been issued. It had come into force the day before. But he didn't hear of it until after having examined the Valencia. Therefore, the inspection had been conducted in the same manner as previously. It had been as thorough as that of the American officials.

Capt. Richard Collister, inspector of hulls, was the next witness. He had inspected the Valencia at the same time as the American inspectors. He had Examined the Hull, boats, pumps, life-preservers and, in

fact, all the equipment. She carried six life boats. They were filled with tanks at the fore and aft ends. They were metallic. He had examined the tanks, but did not test them. The latter were made of galvanized iron and in size were one-tenth of the boat. Oars, row-locks, boat-hooks, sea anchor, rowlock, water breaker, bread box, compass, lantern and all other equipment required by the regulations was on board. The boats had been put in the water. They had been attached to the davits by hooks. There had been no difficulty in detaching them. He wouldn't trust any patented arrangements of detaching hooks, and they were not used on ordinary passenger boats.

With regard to life-preservers Capt. Collister said he would prefer tulle preservers. They were more buoyant, and would not become soaked while a person would live in the water. He had had them tested for 48 hours. The tulle preservers were allowed by all inspectors. Reverting again to the boats he said they had been long enough in the water to assure him that they were tight. As far as he could get at them he had examined the bulk-heads. The vessel, in his opinion, was in good condition. He could not say of hand, the age of the ship. He had inspected the boilers. Complying to a request he showed how these had operated in the Valencia. They were worked from the main deck. They had been tested. It was not compulsory under the Dominion regulations to carry life rafts. There were three aboard the Valencia, and in the progress of his inspection he had examined them. They, however, had not been placed in the water.

Capt. Newcomb then raised the question to the current reports that row locks, plugs, etc., wouldn't fit, and asked Capt. Collister of their condition at the time of his inspection. Repeating, witness stated that they had been in good order. Referring to witness' remark to the effect that the regulations did not require the use of life rafts, Mr. Lugrin drew attention to a section providing for the inspection of life rafts. Witness interpreted this as meaning that carrying rafts was purely discretionary. If they were included in the equipment, however, it was necessary for him to inspect them. He was not familiar with the American regulations on this point.

Questioned as to the relative qualities of cork and tulle preservers, witness repeated that the latter were more buoyant. There were a great many of the rafts in the belt, and everyone broken. Lessened its Efficiency. He would not pass a preserver of granulated cork. With regard to the bulkheads, witness said that if the hull had been punctured well forward the ship might have kept afloat in deep water providing the sluices had been properly closed. The carpenter was the man generally entrusted with the closing of the sluices. He refused to answer the question as to whether he considered that the vessel had been properly equipped with safeguards as necessary. To Capt. Gaudin, witness said that the Valencia had as many bulkheads as the general run of vessels of her class.

Answering Mr. McPhillips, witness said that his inspection had been complete and entirely distinct from that conducted by the United States officials. He had issued a twelve months' certificate. The crew had been able to get the small boats out in 13 minutes, as he had timed them. The Valencia was licensed to carry 128 saloons, 12 second saloons and 146 stowage passengers. There were six life buoys. The requirements specified in the regulations, 40 pounds, and the test had shown that they were capable of doing more than that. The boats were provided with masts and sails. These had been taken out before the small craft had been launched during his inspection. A can of coal oil had been in the boats. He hadn't looked to see whether there was vegetable or animal oil aboard. Counsel then quoted from section 30, sub-section (c) of the regulations, which reads as follows: "With one gallon of vegetable or animal oil and a vessel of an approved pattern for distributing it in the water in rough water. He asked why witnesses had not complied with that section. The latter thought he had done all in his power. He had taken note of the can among the boat's equipment.

Mr. McPhillips then proceeded to question witness as to life preservers. The tulle belts had been submitted to the board of steamboat inspectors. This had not been done in 1905, but some 13 or 20 years ago. The body mentioned, as far as Victoria was concerned, consisted of Edward Adams, a resident of Ottawa, and Capt. Thompson and himself. An account of a test to which the tulle preserver had been subjected was submitted to witness. It was that of a belt of that material, weighing 4 lbs., 8 oz., had been placed in the water with 33 lbs. of lead attached. An additional weight up to 50 lbs. had sunk the belt to a distance of 6 feet under water. It remained there 24 hours, at the expiration of which time it was found to weigh 13 lbs. 4 oz., and to be capable of upholding 28 lbs. without sinking. As the average weight of the human body in the water is 5 lbs., the contention was that the tulle preserver was equal, if not superior, to the cork.

Capt. Collister agreed with this, remarking that the test only bore out the fact that the cork preserver was equal, if not superior, to the cork. Upon Mr. Lawson's request it was agreed to place the statement in evidence. The commission then adjourned until 2 o'clock this afternoon.

A telegram received by Supt. Hussey, provincial police, from Bamfield on Tuesday, announces the recovery of another body, which will be brought down on the Lorne. It also states that the search for bodies of victims of the wrecked Valencia will be discontinued to-day.

The annual general meeting of the Nanaimo Creamery Association was held at the Coal City Monday, when J. P. Randle was elected president and Rev. G. W. Taylor secretary. The report showed that during the year the product of the creamery was 5122 pounds of butter, a considerable increase over last year, when but 38,000 pounds was produced. A sum of \$13,019.95 had been paid to farmers for milk. A dividend of 8 per cent was declared.

On short notice a meeting of the alumni of the Toronto Trinity and Victoria universities met Tuesday morning to consider the university bill now before the Provincial House. After some discussion a committee was appointed to wait upon the government to enter a protest against the bill as it now stands. The committee was composed of Chief Justice Hatter, Dr. Watt, Dr. Anderson, Mr. Watt, Alexis Martin, A. C. Galt, Mr. Dowler, Dr. Milne, Rev. Joseph M. Rev. Dr. Campbell, W. Moresby and Dr. Gibbs. The committee met in the office of Mr. F. J. Fulton, minister of education; Hon. R. F. Green, chief commissioner of lands and works, and Attorney-General Wilson. The clauses of the bill were objected to, particularly where the name given implies that the institution is to be a university. The bill stands in the committee maintained that it excluded the establishment of a British Columbia university in the province at some future time. It further discriminated against other universities entering the province. The committee also objected to the government handing over to an institution named in the bill any school properties, and suggested that the name be changed to read the Memorial University of British Columbia. The bill had no objection to a branch of that university being established in the province. In fact they thought the name should be encouraged. The members of the government acknowledged that they had not considered in drafting the bill, and said that they wished to place no barrier in the way of any university entering British Columbia. The impression of the committee after the conference was held was that the government would reconsider the bill, but no promises of this or any other kind were held out.

A PROTEST AGAINST THE UNIVERSITY BILL

Committee Representing Three Universities Waited Upon The Government to Record Their Objections.

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NATURAL HISTORY SOCIETY.

Instructive Paper on Earthquakes Given By F. Napier Denison Monday Night. The meeting of the Natural History Society on Monday was very largely attended. Several ladies were among the visitors. E. A. Wallace presented for examination blooms of two varieties of Iris which he had opened and which he thought bore all records for earliness. In evidence of the earliness of this season, he named several other spring flowers and the dates on which they flowered. Ashdown Green agreed with Mr. Wallace in his opinion that the Camperwell Beauty (butterfly) which had come out on Sunday. Two new members were elected, and another one proposed for membership. F. Napier Denison gave the paper of the evening on "Earthquakes," which was illustrated by lantern slides with diagrams and maps. Among the interesting points referred to by Mr. Denison are the following: Through the aid of the British Association's seismograph, which has been installed throughout the world, Victoria and Toronto representing Canada. The records from these instruments are forwarded to Prof. Milne at the University of Edinburgh. Prof. Milne is able to locate where large quakers originate. This data shows that the deepest portion of the ocean which lie parallel to the continental shelf and are the most constant spots. Copies of seismograms from the Victoria instrument were shown for the large and destructive quake originating in India of last year, Mexico, and one of the quakes reported in the Times last Saturday from Colombia, South America, which has broken the cable in two places and caused much destruction on land. Reference was also made to the slow changes as to level of the earth's crust, and how measured, also the effect of changes of barometric pressure upon the same. It was also explained how small quakes such as recently occurred in the Kootenays, are felt from the coast. The lantern illustrating the lecture was operated by Mr. Hastings. Mr. Denison's paper covered a very wide range of information, covering all kinds of quakes, tremors, jolts, volcanoes, tides, and even the wandering as far as the moon. Rev. Canon Beauland at the close moved a hearty vote of thanks.

CORONER'S INQUEST.

Further Evidence Regarding the Wreck of the Valencia. Coroner Hart resumed the inquest touching the cause of death of Wm. Sibley, one of the victims of the wrecked Valencia, at the police court on Tuesday. Captain Ferris, who was one of those on the Salvor, was the first witness. He described the movements of the Salvor, but contradicted the evidence of Mr. Bullen, given on the preceding day, inasmuch as witness described the weather at the time the wreck was reached as very rough indeed. He declared that it was impossible for them to do more than was done on the occasion. T. McCarthy, boatswain of the Valencia, was the next witness. He described his experience in being driven ashore, and in going over part of what had been described as "the trail." Progress, he said, was very slow, as the obstacles to be encountered were a heavy sea, the sun, dead ravines and a practically undefined trail. They had no means of communicating with the wreck, had there been any survivors on it. Witness told of the density of the fog which prevailed at the time the Valencia struck and the terrible sea that was running. The inquest is being continued this afternoon, a couple of the rescued sailors giving their testimony.

PROCEEDINGS OF THE LEGISLATURE THE LEGISLATIVE COUNCIL COLLEGE BILL WATSON

Some Amendments are Proposed to Them Being a Name. The legislature has upon short notice a meeting of the alumni of the Toronto Trinity and Victoria universities met Tuesday morning to consider the university bill now before the Provincial House. After some discussion a committee was appointed to wait upon the government to enter a protest against the bill as it now stands. The committee was composed of Chief Justice Hatter, Dr. Watt, Dr. Anderson, Mr. Watt, Alexis Martin, A. C. Galt, Mr. Dowler, Dr. Milne, Rev. Joseph M. Rev. Dr. Campbell, W. Moresby and Dr. Gibbs. The committee met in the office of Mr. F. J. Fulton, minister of education; Hon. R. F. Green, chief commissioner of lands and works, and Attorney-General Wilson. The clauses of the bill were objected to, particularly where the name given implies that the institution is to be a university. The bill stands in the committee maintained that it excluded the establishment of a British Columbia university in the province at some future time. It further discriminated against other universities entering the province. The committee also objected to the government handing over to an institution named in the bill any school properties, and suggested that the name be changed to read the Memorial University of British Columbia. The bill had no objection to a branch of that university being established in the province. In fact they thought the name should be encouraged. The members of the government acknowledged that they had not considered in drafting the bill, and said that they wished to place no barrier in the way of any university entering British Columbia. The impression of the committee after the conference was held was that the government would reconsider the bill, but no promises of this or any other kind were held out.

The bill to provide for the deposit of the deposit proposed to amend the Provincial Act of 1897, which provided for the reduction of the number of candidates from the list of its second reading, is close one, 15 to 10. It is, however, that the bill may be passed on the third reading. The bill to provide for the deposit of the deposit proposed to amend the Provincial Act of 1897, which provided for the reduction of the number of candidates from the list of its second reading, is close one, 15 to 10. It is, however, that the bill may be passed on the third reading. The bill to provide for the deposit of the deposit proposed to amend the Provincial Act of 1897, which provided for the reduction of the number of candidates from the list of its second reading, is close one, 15 to 10. It is, however, that the bill may be passed on the third reading.

The following bills were read a first time and ordered for a second time to-morrow: By Hon. Chas. Wilton, "An act respecting the Amendment of Bill entitled 'An act to amend the provisions of the'."

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