Important Declarations

Mr. Dunsmuir Gives Assurances to the Victoria City Delegates.

Coast-Kootenay Railway Contract Will Safeguard Interests of the Province.

The deputation of citizens appointed to wait upon the government regarding the railway question at Tuesday night's meeting had a conference with the members of the executive council Thursday forenoon. A majority of the gentlemen whose names were published in Wednesday's Colonist were in attendance, and all the members of the cabinet were present.

The deputation was introduced to the Premier and his colleagues by Mr. H. Dallas Helmcken, K.C., M.P.P. The Mayor stated that as chairman of a mass meeting held in the theatre last Tuesday evening it afforded him much pleasure in laying before the government the resolutions passed at the meeting. He pointed out that while the resolutions which he bore represented the almost unanimous sentiment of those who assembled in mass meeting, they disclaimed entirely any sympathy with some expressions which were employed, and differed from one remark which was made entirely.

In pressing for the bonusing of an independent and competitive line from the coast to the interior of the province, he read the following telegram, which had been received this morning by E. V. Bodwell, who is representing the V., V. & E. in the matter:

"New York, March 21.

"If you think advisable you may announce that Great Northern railway and Mackenzie & Mann & Co. are equally interested in Victoria, Vancouver & Eastern railway company stock.

"JAS. J. HILL.
"WM. MACKENZIE."

The Mayor then handed the two resolutions to the Premier, who invited any member of the deputation to address the executive on the point.

Ex-Mayor Redfern, as mover of the resolution, wished to remark that the people of Victoria had always advocated a line of railway independent of any system of railway in the province. Some years ago the government of which Mr. Turner was premier entertained the same views, because an arrangement was entered into with what was then the Victoria, Vancouver and Eastern Railway company, the charter of which had passed into the hands of Mackenzie & Mann, whereby if they would construct that road they would be paid the subsidy. That, Mr. Redfern thought, was evidence that the government entertained the idea that we should have an independent railway into the Kootenay district. Whether the government are of the same opinion still of course he did not know. At the meeting he was asked to propose this resolution, and before he did so he read it over very carefully, and he saw nothing in it that any person could reasonably object to. At the time he gave his reasons for moving the resolution, and he was still of opinion that the government would find it in the best interests of the country to accede to the request contained in that resolution. He could not say that he was quite in accord with the utterances of some of the speakers at that meeting. The delegation now present could not be held responsible for the remarks of all the speakers, but he was in any case quite sure that some of the remarks made found no echo in the breasts of those present; and the only satisfaction they had in connection with them was the opportunity their utterance gave to the honorable the Premier, to give them such a strong and unqualified denial. Mr. Redfern was sure that no one would doubt the word of the Premier for one minute, even if there had ever been a suspicion that the statements made were true. (Hear hear.) To refer again to the resolution, Mr. Redfern was sure that there was nothing in it to which the government could take exception; it expressed the views of the people of Victoria, and the delegation were quite within their rights in coming forward and presenting these views. Of course, they were all well aware that the final decision was in the hands of the government, who were in a better position than anyone else to compare the needs of the province and the claims of the rival companies asking for the subsidy, but it was to be hoped that the government will be able to find that it is in the interest of the country and of Victoria that the subsidy will be given to the company mentioned in the resolution.

Ald. Brydon, as a member of the delegation, felt that it expressed the views of the majority of the citizens of Victoria. It was the desire of the delegation to impress upon the government the fact that in coming before them this morning asking for this independent line it was with no feeling of antagonism to the other existing companies. The people had for some time past fully realized what it means to be under the hand of one corporation in the province of British Columbia, and it was therefore the opinion that competition in railway communication would be a great advantage to the country. The by-law that came before the citizens of Victoria a few months ago spoke with no uncertain sound; the people then meant what they said, and they were prepared to put their hands in their pockets to some extent to help to obtain this independent railway communication. That being the case, he hoped the government would give this resolution their best consideration, and give the people credit for sentiments which they felt to be in the interests of the country.

Dr. Jones had been through that country, and from personal observation he could say how it was suffering from want of railway communication. Some eleven years ago he went over the Hope mountains through to Rock creek; and three years ago he went into the Boundary Creek country and saw some of the mines. It was gratifying to him to hear the remarks that fell from a late townsman of Victoria, Mr. Plumerfelt, and which bore out the remarks which he (Dr. Jones) made to the reporters of the Colonist and Times on his return from that country. There was a great future ahead of that country. Three years ago certain properties which were mere prospects had turned out so well that there had been several millions refused for them. That shows a most desirable confidence in the country. Take the Similkameen country; not only is that a great agricultural and grazing country, but it is also a rich mineral district, both for precious and base metals. The Sunset and the Nickle Plate—one a gold and the other a copper proposition—he presumed that these two mines of themselves could keep a smelter going for several years. And then he had eaten some of the best fruit he had ever tasted, grown in that country. Concerning the question of an independent line of railway in that country, he didn't care what line got the bonus so long as the best bargain possible was made from the mouth of the Fraser river into the Boundary country. He was very much pleased to see that the Minister of Education had taken a very strong position and which would help him materially to get inhabitants into that country. It would be one of the best strokes for the government to come plainly before the people with a policy giving a bonus for a railway from the mouth of the Fraser river to the Boundary country; it was a splendid country and would open up a great trade, for the merchants and farmers up there liked to deal with the Coast merchants, from whom they always got fair treatment.

Ald. Beckwith thought that no doubt there would be propositions laid before the government for the construction of a line of railway that may come up and tap the present transcontinental line at some point east of Vancouver. He considered it would be clear to the government, and the residents of the Coast felt convinced that such a line would not be in the best interests of the coast or the interior. It might possibly meet the requirements in a measure, but only in a measure; it would perhaps give more direct and quicker communication with the Boundary country, but it would not at all fill the bill. What is wanted is a direct road by as short a route as can be made, and he thought that the survey of the Vancouver & Eastern was made on the shortest route that could be obtained from the Coast to the Columbia river district.

Hon. Mr. Dunsmuir—I am not going to say very much on this question, but the policy of the government with respect to all these roads is to make the best proposition possible in the interests of the province. There is one thing about the Victoria, Vancouver & Eastern company—there has been no survey nor any profile or plan submitted to the government, showing the route the road is proposed to take, so that we don't know which direction or what way they are going to take that road. Ald. Beckwith, I think, said there was a survey. I think the proper way would be to snow the government that survey, let us see the profiles and plans, and give us an idea of the course that is going to be taken. All they say is: "Give us $4,000 a mile, and we will build the road." That will, of course, be provided they get a subsidy from the Dominion government. But, as I have already said, the policy of the government will be to make the best bargain possible for the Coast-Kootenay road. (Applause.)

Ald. Yates said the cheapest proposition was not always the best proposition in the end. He thought that if competing roads were obtained, the government would pay less in the end in freight rates than if the road is given to a company that is already a monopoly, at one-half the cost that it would take to get a competing road.

Hon. Mr. Dunsmuir—I may say that it is the intention of the government to control the rates on this road, and, more than that, we intend that the province shall get a certain percentage of the earnings of the road. I don't believe in the way that we've been doing of giving away lands and subsidizing roads and getting no return for it. My policy is that if the province gives anything, it must have something in return for it. (Applause.)

Mr. Helmcken—Would it be too much, Mr. Premier, to ask if it is the intention to make a provision reserving power in the course of some years to acquire the line in the interest of the province?

Hon. Mr. Eberts said that the matter is now being considered in the executive. From some words which had fallen from Ald. Beckwith, there seemed to be, he gathered, an idea that there was an alternative line proposed to tap the trans-continental system at some point east of the Cascades. Such, however, is not the fact. He did not think he was committing any breach of confidence in saying that the intention of the government is to help the building of a line of railway from a point on the coast to a point in the Boundary country by way of the Hope mountains. (Hear, hear.) It is further the intention to include with the subsidy act, giving a subsidy to any railway company building that road a contract providing for the operation of a ferry giving transportation for cars for freight and passengers from some convenient point on the mainland to some convenient point on the Island. Insofar as this general proposition is concerned the government is in a very delicate position. They were willing and anxious to do everything they possibly could, but they could hardly be expected to say that a particular railway company was entitled to any bonus that is to be given, as he had already remarked, the government intends to give aid towards the building of a line of railway in that particular portion of the country, and they are now in communication with the Dominion government with a view to trying to obtain from that government what we believe is just recognition of the rights. If it so happens that the local government should say it is their wish to give aid to the V., V. & E., it will then be for the local government to put strongly before the Dominion government the claims of that road and do everything possible to bring about its construction. Such a line would serve the country between Midway and the coast, joining the Columbia & Western; coming through that portion of the country in the neighborhood of Penticton and through the Similkameen and Hope country; then coming down by way of the Hope mountains through Chilliwack and down the south side of the Fraser, opening up and serving that magnificent agricultural country, which would reap immense benefit from such a road. Now that is the intention of the government in as few words as can be used. (Applause.) They have thus earmarked their policy, but in view of the fact that negotiations in a general sense have gone on with reference to this particular road, it would be unwise for the government to say more at present as to what is intended to be done. The delegation need have no fear on the part of the people that their interests are unsafe in the hands of the government and the premier. The people should bear this in mind, and trust the government to do the best for the province, because they have probably been the only government that has come forward to develop British Columbia in a large way. (Applause.)

Then again, the immense latent wealth of Vancouver Island is now beginning to attract attention, and in order to develop this portion of the country it is the intention of the government to assist in the building of a road extending from the line running from Victoria to the northern portion of the Island. (Hear, hear.)

The time has come when Vancouver Island ought to be developed a little more than it has been. Those of us who know its immense potentialities, know its worth. It is only within four or five years, a very short time anyway, that most of us have seen, within a stone's throw of Victoria, mills erected which export fifty per cent of the export trade of the whole of British Columbia: this is not speaking against the other exporters, merely to show that they have the market. Then mines have recently been opened up at Extension from which there can be mined in a very short time three to five thousand tons daily of the very best bituminous coal; there is a fine town springing up in that region, which there is every reason to believe will before long contain five to ten thousand inhabitants. Lying between that and Victoria is a rich deposit of mineral, as good as any in British Columbia. But there was no need to talk to such a gathering of business men about the riches of Vancouver Island; they know and appreciate its resources, so that with all this mineral and other wealth, there is every reason for supposing that the government will be justified in giving a bonus to a road which will develop those resources. One of the other reasons for the building of that line is that it is hoped thereby to centralize in our own cities of Vancouver, Victoria and the coast generally all that northern trade of British Columbia and the Yukon which has heretofore filtered away from the coast cities and into Seattle. It is hoped that it will build up where Vancouver and Victoria are situated, cities such as Seattle, which has steadily risen in prominence and importance at the expense of British Columbia. (Hear, hear.) The policy of the government is also to help the northern portion of British Columbia. It is believed that we have inexhaustible mines in the Omenica country; there are said to be magnificent coal lands there as great as those even in the Crow's Nest. There are also great copper and placer mining grounds in the Skeena and in Cassiar, a country which has turned out millions of dollars, and has no doubt many millions more lying there still. To develop that country the government has thought fit to bonus a line which will be an all-Canadian route to the Yukon. This will put an entirely different phase on the question of northern trade so far as Seattle is concerned. (Applause.) Now that is the policy of the government in a nutshell. The government intends to put in these propositions an agreement which protect the people of British Columbia, providing for the control by the government of the rates on these roads, and, as Mr. Dunsmuir has said, giving the province an interest in the earnings of the roads after they are built. (Hear, hear.)

Mr. Eberts, in conclusion, said he would be glad to answer any questions which the delegation wished to ask him, but he felt sure that they, being business men directly interested, had discussed these matters among themselves and knew perhaps better than he did the parts through which these lines would go, and what good they would do for the province if we all put our shoulders to the wheel and do what we can to help the country to go ahead. (Applause.)

Mr. Helmcken drew attention to the question of these roads at any time obtaining Dominion incorporation and being likely there by to pass out of the control of the Province.

Mr. Eberts assured the delegation that any contract made by the government with these roads would contain the stipulation that the government were to control the rates, even if the roads were incorporated under a Dominion charter.

Mr. Helmcken—I think it is only due to the Hon. the Premier and his colleagues that a vote of thanks should be passed by this delegation for the very frank and straightforward statement of the government policy which he has given to us, and to the people of British Columbia through us, to-day. I feel sure that the position which I took at the public meeting has been accentuated by yourself, inasmuch as I stated that there should be a fair field and no favor at your hands with regard to railway competition; that is to say, that you have the interest of the province at heart, and that you intend making what you consider the best bargain in the interest of the whole province. (Hear, hear.) And that I felt sure that the representations which we intended to make to you would receive your serious and sympathetic consideration. I am sure that we have all listened with great interest to yourself, sir, and the Hon. the Attorney-General, and that we can honestly say that we are satisfied with the truth of the statements you have made to us this morning. (Applause.)

Ald. Brydon seconded the resolution.

Hon. Mr. Dunsmuir—It was stated by Mr. Bodwell that the Premier and the Executive were controlled by the C. P. R. Now, sir, I might say that there is no truth whatever in that.

Mr. Redfern—No one believed it.

Mr. Yates inquired as to the arrangements for terminal rates and other matters so far as Victoria is concerned.

Hon. Mr. Dunsmuir—So far as the terminals being at any other point on the Island than Victoria. I am sure that I will do everything I can myself to have Victoria the terminus. I will state again that the government is going to make the best possible bargain for the country; it doesn't matter a button whether it is the V. V. & E., the C. P. R., or any other company. (Applause.)

The resolution moving a vote of thanks to the Premier and members of the Executive was then put by the Mayor and carried unanimously, and the delegates retired.

LETTERS TO THE EDITOR.

THE DOCTORS' SIDE.

Sir:—In view of the discussion regarding the medical men and the societies, I give you a statement of the affair as it exists, with some observations applying to the matter, and would be glad if you would find space for it when convenient, as the doctors' side of the question has not yet been heard.

The origin of the medical act dates back to about 1886 in this province, when both the public and the medical men were agreed that the standard of the profession should be elevated, or at least put upon a footing which would prevent its deterioration. The act was framed on the lines of similar measures in other and more settled communities, where the need of such safeguards have always been recognized; and as the province grew the act was amended according to the requirements of the public and the profession. The fundamental principle of the statute is that every man who undertakes for reward to mitigate or relieve the sufferings of others shall, before being permitted to do so, submit himself to an examination for the purpose of proving that he is reasonably qualified for the undertaking. And the chief question in dispute is whether or not it is in the interest of the public that this examination should be exacted from those who have already passed such or similar examinations in other communities.

One of the reasons in favor of the examination is that a medical man, like every other professional man, once having got his diploma, is apt to neglect or fall behind in his studies unless he is fortunate enough to drop into a practice, or else is a sufficiently zealous student to keep up with the times. A man might pass the examinations, not only of his university, but of the medical council of the province he sought to practice in, and yet for many reasons become a failure in that place. Take such a man, even one who had passed with high honors at the time; he fails, through personal unfitness, improper habits, laziness, poor health or other causes. He wishes to make a new start; and for that purpose seeks a new field. Now, why should that man, who has undoubtedly deteriorated professionally, be allowed, on the strength of his diplomas, gained when he was a good professional man or successful student, to practice? Would he be a safe man?

Or again, take the case of a man who as a student kept within the rules and regulations of the eastern society, but after graduation has resorted to all sorts of disreputable tricks to collect a practice, until his reputation has become that of a notorious quack. Is it not a good thing to have the influx strained through the meshes of the medical council, so that the dregs may be left behind, and not permit such men to experiment at the expense of life or limb until they are found out and discredited?

Let anyone answer the question:—Would he call in to attend his wife or sick child a man whose past may be under a cloud, or, to put it in the most favorable light, who is unknown and untried in the community, or who may have forgotten most of what he knew with regard to the matter he is consulted upon; who is vouched for by no one, and has no recommendation beyond some diplomas or medals obtained, it may be, 20 years ago? Is that what any reasonable man would do? Is it what a sensible woman would do if the life of the bread winner were at stake? Is it not something for her to feel that anyone she may call on, in ignorance of his real qualification for the work in hand, has at least been endorsed by a corps of the most competent medical men in the province.

It must be borne in mind that it is not men of large, settled practices in the older communities who try their fortunes in strange places, except under rare and peculiar circumstances.

As to the examination objected to by the societies. It is conducted by men selected from the profession every three years, and it is reasonable to suppose that these are men of some eminence in their profession. The examination is conducted rigidly, the applicants being known to examiners only by numbers, and the answers are kept for a year for the purpose of reference in case of dispute. The aim of the medical council has been to elevate the standard of the profession and thus get a better class of medical men here. Do the lodges in the community want otherwise, or do they merely want medical men of any class so long as they are cheap? Would they like to see the province made a Mecca for all the quacks and medical frauds now being hunted from pillar to post all over the British dominions? The educational standard of medical men is left to the leaders in the profession. This has worked well here and elsewhere, and since there is no charge of abuse of power, is it right that the advancement made in raising the standard of doctors should be interfered with or prevented?

The examination has got to be known as fairly strict, so that in late years only reasonably qualified men have presented themselves. The oral questions are given in the presence of at least two members of the council, and the marks allowed agreed to by each; but there has yet to be made the first complaint of unfairness on the part of the medical men in connection with these examinations.

It may be that some men who are not first class have got through, but this happens in every profession, even with the strictest supervision; it occurs in every walk of life that men not adapted to their particular calling follow it.

With regard to the dispute with the lodges, this is no new question from a medical point of view. Lodge practice has been condemned generally as being unfair both to the individual and the practitioner; to the latter because it is not to be expected that a man can give his undivided attention where he is not fully remunerated, no matter how conscientious he may be. The contractor always tries to make as much as he can in the way of profit. It is sound trade union doctrine that it is wrong in principle to induce a man to work below the scale. Every society man will admit that. In fact, the member of a trades union who advocates the continuance of the present custom of healing by contract is violating the fundamental principle of his own organization, which is, that good work cannot be got for a poor remuneration, nor a decent living for men who labor for low wages. The very reason why the people of this province as a whole are more content and prosperous than those of other communities is that it has always been recognized that there is little happiness where there is poverty, and that there need be no poverty if the workingmen stand shoulder to shoulder and insist on getting fair wages. It is obvious that the man who pays only a small sum per month, whether sick or well, cannot hope to receive the same care and attention as the man who pays a reasonable remuneration when the service is actually needed; and, on the other hand, that the physician who makes his living by attending a great number for a small monthly fee cannot give the proper amount of attention to any one of such patients.

The very justification for the establishment and maintenance of trades unions was because it was considered that the principle of a close profession or guild, which has been tested and approved by the experience of centuries, could be applied with advantage to the case of tradesmen and mechanics, and no public man can be found at the present time who would seriously deny the great benefits of trades unionism, whether in the case of the professions or the trades. There is pending at the present time in the local house a bill which has for its object the examination of men offering for work in the coal mines, and if it is sound in principle it is a logical consequence that such examination should be applied in the case of a stranger coming into the province who may have passed a similar examination elsewhere, but who may not have been engaged in mining for a long period of time.

The facts of the dispute between the medical men and the societies may be summarized briefly as follows: The matter has been before the medical society on several occasions, but last year it was definitely dealt with at a meeting at which every member of the Victoria Medical Society was present. There were certain members of the society deeply interested in this practice, one of them receiving something over $3,000 per annum from it. A resolution condemning lodge practice was moved, spoken to by nearly every one present, and passed unanimously—namely, that lodge practice be discontinued for a year. At the next meeting it was pointed out by the member referred to as being principally interested that this resolution scarcely protected anyone who abided by it in the first instance, inasmuch as any member who chose could come in at the end of the year and take up the practice which he, for instance, was now relinquishing. This seemed reasonable to those present, and one of the members immediately drafted and proposed a resolution extending the discontinuance of lodge practice (at the rate offered by the lodges) for two years; not only that, but the same member first signed the resolution himself and got all present to sign it also. Within a very short time that member was the first to break that agreement. It is scarcely necessary to point out the unfairness of such conduct so far as the other members of the society, who undertook to and did abide by the agreement, were concerned.

What claim have the federated societies on the medical men that they should seek to compel them to work at any particular scale? The plea of the poor man is advanced. But this plea is altogether illusory, for nothing could be more simple than for the societies to collect a fund by means of such assessments, out of which the physician of the particular member's own choice could be paid his reasonable remuneration for service actually rendered. As to the suggestion that the opposition comes from selfish or grasping men, this is plainly absurd, as we all know that medical men as a class do more gratuitous work among the poor than any other body of men.

Admitting for the sake of argument that medical men have formed a union among themselves: and admitting also that they have obtained legislative protection, if that is the word chosen; why shouldn't they? The men who compose the societies that are raising this awful cry about medical oppression are themselves men mainly belonging to labor and trades unions, whose views on the question of working according to a union scale of wages run in so rigid a groove that they resort not infrequently to actual intimidation where another man, anxious to get bread for wife and family, considers himself forced to work below the union rate. In fact, the men who want to institute free trade in medical men, and get medical men to work at whatever price is offered, are the very men who are behind the statute which prevents any class of workmen coming to the province under contract to labor; they are the very men who sent broadcast over Eastern Canada invitations to medical men to come here and work for the societies; they were the very first to contravene the provisions of their own statute, and the fundamental law of their own being as an organization.

Is there any class either among the professions or among the trades which should be more vigilantly safeguarded in the interest of the public? If a man go to a poor lawyer he may lose a just suit, but if he go to the quack doctor he may lose his life, or endure long and terrible misery. "FIAT JUSTITIA."

KILLED SIX CHILDREN.

Mrs. Naramore Butchers Her Little Ones and Attempts Suicide.

Coldbrook, Mass., March 21.—Mrs. Lizzie Naramore, while in a fit of insanity this afternoon, killed her family of six children at her home, a farm house half a mile from this village, and then tried to take her own life. The children ranged from ten years to a babe of 10 months, and their lives were taken by the mother with an axe and a club then she laid the blood-drenched bodies on the beds, two on one bed and the other four on a bed in another room. This terrible sight met the eyes of the husband and father, Frank Naramore, when he returned home some hours later. Mrs. Naramore then attempted to take her own life by cutting her throat with a razor, and when discovered she was on the bed on which the bodies of four children were lying. Although she cut a deep gash in her throat and suffered the loss of much blood, it is believed she will recover. The children were three boys and three girls. Ethel, ten years, the oldest, while the ages of Walter, Charlie, Chester, Bessie and Lena ranged from eight years to ten months. Mrs. Naramore told her most intimate friends tonight that she first killed Ethel and then followed with the five others, each time taking the next eldest. Five were killed by being struck on the head with the bac of an axe, while Lena was killed with a club. She says she fully expected the gash in her throat would cause her death, and then when her husband returned at night he would find all of the bodies in the two beds. She appeared rational this evening and displayed signs of sorrow for the deed she had committed, although she was unable to give any reason why she killed the children. When Mr. Naramore reached the house he was prostrated with grief in the loss of his family. Each of the children had evidently received several blows as their heads were terribly bruised and blood was scattered in all directions about the room. Mrs. Naramore had evidently made preparations for the deed, as the doors were all locked and barricaded with sticks of wood.

DIED AT WILL.

The New Uganda Prophet Indignantly Leaves This World.

London, March 21.—Advices received from Mengo, in Uganda, Africa, dated Thursday, March 14, say that Muludzi, the Mohammedan who recently proclaimed himself as leader of a new religious doctrine in Uganda, died at Mengo that afternoon under extraordinary circumstances, after a short reign as a prophet. The Sultan of Imbego, the head of Mohammedanism in Uganda, denounced the new doctrine, and a native court declared Muludzi to be an imposter. Theroupon Muludzi indignantly declared he would no longer remain on earth. He left the native court and ascended a small eminence outside the king's enclosure, where he knelt, called loudly on Mohammed and suddenly expired.

PHILLIP BOTHA KILLED.

London, March 21.—A despatch from Lord Kitchener, dated Pretoria, March 20, says:

"Phillip Botha, a brother of the Boer commandant-general, was killed on the Doornberg. His two sons were wounded.

"The Boers of the Orange River Colony have disbanded and scattered.

"Dewet is in the neighborhood of Heilbron."

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Provincial Legislature

Progress Made in the Public School and Placer Mines Bills.

Many Notices of Motion Given For Next Monday's Sitting.

Legislative Assembly, 19th day,
Friday, March 22.

The Speaker took the chair at 2:15 p.m.

Rev. Baugh Allan offered prayer.

Mr. Brown called attention to an editorial paragraph in the Victoria Daily Times, which stated that "the bill providing for the increase of taxation was passed to its second reading without a division. The sentiment of the country—and of the house, too, for that matter—is so antagonistic to it that we hope the minister of education, Mr. Prentice, will consent to some radical amendments in committee. If he considers it due to his position to 'stick to his guns' he will make a mistake. The people will spike them as soon as they get an opportunity."

He thought the paper should be more careful in reporting the proceedings of the house. It was unfortunate that such a report should go abroad, on a subject in which the whole country was so deeply interested.

REPORTS.

Mr. Helmcken presented the eighteenth report of the private bills committee, as follows:

Petition No. 70a, petition of Kootenay Central Railway, inasmuch as while publication was sufficient, the provisions of rule 57 were not complied with, but have since been. Your committee are of the opinion that, as the proposed bill is presumably in the public interest, the standing orders should be suspended, so as to admit of the bill being introduced, and recommend the same accordingly.

The report was received, the standing rules were suspended and the report was adopted.

Mr. Pooley presented the twelfth report from the railway committee, as follows:

The preamble proved An Act to amend the Arrowhead and Kootenay Railway Company Act, 1898, and submit the same herewith with amendments.

The preamble proved An Act to Incorporate the Comox and Cape Scott Railway Company, and submit the same herewith with amendments.

FIRST READINGS.

Mr. E. C. Smith, East Kootenay, presented a bill to incorporate the Kootenay Central Railway Company, which was received and read a first time.

On motion of Mr. Martin, An Act to amend Chapter 34 of the Statutes of 1900, being the Shops Regulation Act, 1900, was read a first time.

RAILWAY LAND GRANTS.

Hon. Mr. Eberts moved the third reading of the bill Respecting certain Railway Land Grants, which was carried on the following division:

Yeas: Messrs. Neill, Kidd, Green, Houston, Hall, McPhillips, Helmcken, Turner, Dunsmuir, Eberts, A. W. Smith, Ellison, Clifford, Tatlow, Hayward, Garden, Fulton, Prentice Wells, McBride, Pooley, Rogers, Hunter, Taylor, Mickle, Mounce—26.

Nays: Messrs. McInnes, Stables, E. C. Smith, Oliver, Hawthornthwaite, Brown, Martin, Curtis, Munro—9.

QUESTIONS.

Mr. Fulton asked the Hon. the Attorney-General the following questions:

1. Is it the intention of the provincial board of health to make regulations under the provisions of the Health Act, dealing with pulmonary tuberculosis?

2. What was the result of the sanitarium convention recently held at Ottawa?

3. Will the government take into consideration the question of granting assistance to a sanitarium in this province?

The Hon. Mr. Eberts replied as follows:

"1. The question has not yet been considered.

"2. In answer to this question, I beg to say that the report of Dr. C. J. Fagan, secretary of the provincial board of health, who attended the convention, will be laid before the house.

"3. The matter is under consideration."

Mr. Houston asked the Hon. the Premier the following question:

Is it the intention of the government to bring down legislation to suppress the delegation nuisance during sessions of the legislative assembly?

The Hon. Mr. Dunsmuir answered as follows:

"No."

PLACER MINING ACT.

The consideration of the amendments to the Placer Mining Act was resumed in committee of the whole, Mr. Munro in the chair.

Considerable discussion arose on the wording of the section regulating the recording of claims. It was finally agreed to allow it to stand over. Several amendments offered by Mr. Curtis seemed to be regarded by members as unnecessary, and Mr. Stables moved that the bill be referred back to the mining committee. Hon. Mr. McBride said the bill had been carefully considered already, and he did not believe that Mr. Curtis's hair-splitting amendments would improve it. He therefore declined to accept Mr. Stables' suggestion. After some progress the committee rose and reported progress.

PUBLIC SCHOOL BILL.

The house went into committee for further consideration of the Public School bill, Mr. Taylor in the chair.

Mr. Martin opposed section 4, relating to cities and towns. He thought the existing law should be allowed to stand. If the burden of the cities was to be increased, the same law should be applied to all municipalities. He moved that the section be struck out.

Hon. Mr. Prentice said such action would destroy the whole bill.

Hon. Mr. McBride pointed out the sparseness of population and the large area over which it was scattered in some of the rural municipalities, which rendered it impossible to apply the same regulations as in the cities.

Mr. Oliver claimed that the bill was intended to gradually shift the whole burden of the cost of their schools to the rural municipalities.

The section was finally adopted.

The clause relating to cities of the second class was amended to include all incorporated cities and towns wherein the actual daily attendance equals or exceeds 250 and up to 999.

Mr. Houston proposed that the city councils should have representation on the boards of school trustees. This was defeated.

An amendment providing that trustees shall be elected for two years was adopted, subject to the provisions of section 27.

Section 6 was allowed to stand over.

Mr. Martin moved that sub-section 2 of section 7, providing a property qualification of $500 be struck out. Mr. Garden, Capt. Tatlow, Mr. Hayward, Mr. Brown and Mr. Hawthornthwaite favored the amendment.

Mr. McPhillips would support the amendment, if it was agreed that the powers of trustees, under section 14, be limited. He moved that the matter be allowed to stand over, which was agreed to.

Mr. Clifford moved that section 9, abolishing the power of city councils to examine the books and accounts of the trustees, be struck out. Messrs. Martin, Brown Curtis, Turner, Garden, Houston and Helmcken, supported the motion, which was adopted.

Section 10 was adopted, and the committee rose and reported progress.

The house then adjourned till Monday, 25th inst, at 2 p.m.

News from Australia

Disastrous Accident to a Railway Train Crowded With Passengers

Bush Fires Cause Loss of Life—A Morgue Sensation.

R. M. S. Miowera, from the Antipodes, brings news of a disastrous accident on the Illawarra-Sydney railway. An engine attached to a through train, with 500 people on board, ran off the rails soon after leaving Sydney, and dragged with it the first attached carriage. The train was travelling full speed at the time. The engine made a complete revolution and swung around, so that when its progress was arrested about twenty yards from the railway line it was facing in the direction from which it had previously been travelling. The carriage immediately attached to it was completely smashed and seven passengers killed outright, and two so severely injured that they died next day, while twenty-six were badly injured. The second carriage was also derailed, but not extensively damaged, while the remaining portion of the train suffered but slightly.

Because of some phosphorous dropped by some men who were making rabbit poison in Kilfeera settlement, near Melbourne, a tract of country 30 miles long and 10 miles wide was swept by a most destructive bush fire, and not only were many homesteads destroyed, but a number of settlers were enveloped and burned to death. The residents who escaped describe the noise of the flames as resembling thunder, and many believed that a thunderstorm was coming, until the nearing flame told the terrible truth. The air was darkened by dense clouds of heavy smoke, which seemed to suddenly clear away and disclose a mountain of flames close by. Scarcely a settler in the district escaped loss one way or another, and in many cases the loss of stock and property run into thousands of pounds. Many thrilling experiences are reported. Mrs. Forge and her son attempted to save some of their clothing by placing it in a dray, which they drew on to the road and got under it themselves, but the vehicle ignited and was consumed, and huddled up in the blinding smoke and surrounded by flame, they thought they too would be burned to death, but they escaped, how they could not tell. It is difficult to estimate the loss of life, but as there are some twenty homesteads or more in the district it is feared that it will be large.

A sensation had been caused at Newcastle by the finding of a living man, Robert Hughes, in the dead house attached to the hospital of that city. He was found just before arrangements were made for his interment. The man was brought to the hospital in a cab and life was pronounced extinct, and the police were ordered to place the body on the slab in the morgue. This they did, and it was not until some time afterwards that on entering the dead house an attendant found the supposed dead man writhing on the slab. He was at once removed to the hospital, but he soon afterwards died.

Bible Society.—Probably on account of the sudden change in the weather last evening, the attendance at the annual meeting of the British and Foreign Bible Society, which was held in the First Presbyterian church, was rather small. Mr. N. Shakespeare presided, and the following gentlemen were on the platform: Rev. Mr. Blyth, Rev. Mr. Barraclough, Rev. E. S. Rowe and Rev D. MacRae. Mr. Shakespeare gave a short address, and Rev. Mr. MacRae explained the good work the Upper Canada Bible Society does, and he expected the people to support the society.

Miss Loewen's Recital.— A large audience at Messrs. Waitt & Co.'s hall yesterday afternoon and evening testified by frequent and hearty applause appreciation of Miss Gertrude Loewen's exquisite rendering of pianoforte works by Liszt, Rachmaninoff, Chopin, etc. Much credit is due both to Miss Loewen and to Mr. Herbert Kent, the latter who gave a contribution of several beautiful songs, for providing such a really first class musical entertainment. Miss Loewen has kindly arranged to repeat the programmes this afternoon and evening, and Messrs. Waitt & Co. extend a cordial invitation to Victoria's music lovers to attend these recitals at their music hall on Government street.

On Lecturing Tour.—An interesting gentleman is Rev. J. Idrisyn Jones, who is a native of Wales. He is a lecturer of eminence and is a member of the British-Israel Association, whose objects are to investigate and propound the doctrine that the Anglo-Saxon race is a part of the lost ten tribes of Israel. The reverend gentleman is on a tour of the colonies, with the intention of lecturing in all of them and thus arousing interest in the subject which he has deep at heart. He arrived in town yesterday, having visited the West Indies and then travelled across the continent from New Orleans. While staying in the city he will be pleased to meet anyone interested in the ideas he is engaged in lecturing upon. He is staying at the Dominion hotel, where he may be called on. It is quite possible that Mr. Jones will deliver a lecture before he leaves Victoria, and as a speaker he is eloquent and capable his addresses are always well received. He spent some time in Australia, where he lectured in nearly all the principal centres and made a very favorable impression. His father was vicar of a Welsh parish, who gained the Bardic title of Idrisyn, which Mr. Jones, as eldest son, is entitled to assume.