Another Version of the "Scrap" Between Ministers Ouimet and Haggart.

The School Question and Provincial Rights-Van Horne's Advice Was Taken.

From our own correspondent.

Ottawa, March 23.-The government has at last come to a decision on the question of a dissolution or session. dec ding to choose the least of two evils draw attention away from the tariff, the the Velos, Robert Ward & Co. by meeting parliament. About two month: work has been put in preparing for a general election, but the French ministers were obdurate to the last and insisted not only on a hard and fast order in council providing for remedial legislation for Manitoba in the school case but demanding that parliament should meet and ratify this order. The Quebec hi rarchy refused to support the government for passing the order in council, as they said that such was of no value withou: the statute on the subject. Hon. J. A Ou met won both points. He got the or er-in-council and the remedial order arc a session as well.

One day it would be given out by Mr. Haggart and his friends that there was to be an election while the following day M1. Ouimet and his friends would con- H. M. Ships Coming North to Spend tradict this and insist that there was to be a session. There have been some stormy meetings in the privy council camber during the days when Hon. J. A. Chapleau was a minister in the Macdonald cabinet, and when Mr. Chapleau would be threatening to resign, but never has there been such a troublesome time in the cabinet as has taken place since the Manitoba school case came up for consideration. The rackets which have taken place at the council chamber have been, the talk of the streets. Not only was there loud talking at the oblong table at which the ministers sit in the scariet chamber but the furniture was thrown around as if there was a free fight going on. It is also reported that the gallant Ouimet struck at Haggart wto was having some words with Mr. Angers. The minister of railways, who wa- quite a knocker in his younger days, replied quickly with his right and laid out the minister of public works. To prevent a free fight, Sir Hibbert Tupper, who is handy with his fists, agile in body ard good avoirdupois, sprang between the two heavy weights. This is said to have ended the scrap. Of course no one was present outside the ministers themselves. by such is the story which is on everyone's lips, and which is related as a fact.

hearing the noise in their different offices along the corridors. At any rate Mr. Ouimet has in the end His whole political career has been devoted to kicking and he would never have been heard of but for that. He was made speaker of the commons because Sir John Macdonald wanted to get rid of him because of his kicking propensities. He was the organizer of the callal which made room 8 of the house of commons famous. He kicked when out at the front in the northwest rebellion, and although entering into a compact with Chapleau not to enter the ministry if the fermer resigned he took the job as soon as it was offered to him. Mr. Ouimet has got little politics outside of himself and his French compatriots. In a weak ministry like the present he has succeed-

The clerks of the department vouch for

Eut while Mr. Ouimet deserves all the credit for the remedial order not a little of the credit for bringing about the session is due to Sir William Van Horne, who spent a day here early in the week interviewing the ministers.

ed in carrying all before him.

Just what will be the result of the remedial order now that it is passed cannot be said. Nobody believes that Manitoba will obey the order. If not, and the Dominion will pass an act forcing separate schools on the province, the question arises how is it going to be forced. The Manitoba school act of 1890 nas been declared by the Imperial Privy Council to be good and the Dominion act, if it is passed, which is not at all likely, will rereal the act of 1890. Of course it will not by so many words repeal the act, but it will provide all that which the act of 1890 abolishes. To be plain the act of 1890 abolished separate schools and the new act, if the Dominion government pressed it, will establish, maintain, equip and provide for conducting separate

schools. The question at issue is not as to whether Manitoba is to have separate schools or not, but if the federal authority is going to demand that the province establish such schools against the will of the vast majority of the people. Here in Ontario the people have been for many years fighting against the encroachment of the federal authority on the provincial demain. We have had a boundary award case, the streams bill, the liquor license case, all of which the province won after an expenditure of much money and hard legal political contests. We were asked to vote for the Jesuit Estates act in Quebec on the grounds that it was an infringement on provincial rights for of Canterbury, having been for a numthe Dominion to interfere, Indeed, it will go down to history that the late Alexan ford. der Mackenzie left his room at 2 o'clock in the morning, although paralyzed in body, to east a vote with the government to which he was opposed on the ground that he was doing so in the defense of provincial rights. Sir John Thompson on that occasion said that the enactnonts of the provincial legislatures were even stronger than the laws of the Dominion or the imperial parliament itself,

and never ought to be interfered with in matters over which the province had

jur sdiction. Take the experience of Manitoba itself. Its railway charters were dissallowed to such an extent that there would have teen a rebellion if the federal authority did not finally allow the province to run its road to the south. In this regard Mallitoba fought out the battle and British Columbia has not to do so, although it has only been recently that the Domin ion would agree to British Columbia chartering certain railways to the south I. is just probable that in this school ease British Columbia may be able to lend a helping hand to its neignboring province, for there is very little doubt but the Northwest will do so.

The government is evidently going to make an issue of the school case, so as to deficits and the Curran bridge scandal ete This can scarcely be done. It was just like what a Tory government would like, namely to set the people by the ears on a race and religious howl so that the government's iniquity might be hid. I is worth while mentioning that no

one but a Tory ever made an attack on the rights of the province. It was Hon. John Costigan who wanted the government to interfere in the New Brunswick in Johnson's Straits in more wind, but school case and it was Sir John Macdonald who meddled in the Letellier case in Cuebec. Now we have Sir Mackenzie Rewell at the throat of Manitoba. SLABTOWN.

THE PACIFIC FLEET

the Summer at Esquimalt.

I!. M. S. Royal Arthur, flagship of Rear Admiral Stephenson, arrived at Coril and arrive at Panama on the 27th, E. M S. Champion sailed from Coin England in June.

M. S. Hyacinth arrived again on January 17th, calling at Marquesas Island and Pitcairn island, and said to him: 'You see those rocks. Hold was due to arrive at Valparaiso on march H. M. S. Wild Swan arrived at An-

ud. Chile, on March 8th from England. It is understood she will come on to Esquimalt to be docked as she needs repairs after having been in collision with mail steamer in the Canary islands. II. M. S. Satellite is on the Central American coast and it is likely she will work her way south and remain on the southern part of the station for the sum. H M. S. Nymphe arrived in Honolulu

on March 17th and will remain for a time, when it is likely she will come on Esquimalt to go into dry dock to be repaired, it being sixteen months since she left here. Her second commission ou this station will expire in November, and it is supposed she will then return to England. H. M. S. Hyacinth's commission expires about the same time and it is expected she will also return to England as she first served one commission on this station, and then went to China and served one on that station, then came back here and has now nearly completed her third commission since she left England.

REDUCING SALARIES.

Presbyterian Mission Board Reducing Salaries Throughout Canada.

Toronto, Ont., March 29.-The Presbyerian general assembly home mission board has been reducing all payments during the past half year twenty-five per cent, because of the anticipated deficit of \$10,000 in the year. The salaries of missionaries in Manitoba, and the N. W. will be \$800 for married men, without a manse, \$750 with a manse and \$650 for a single man. In British Columbia salaries will be \$50 higher in each case and Ontario \$50 lower.

ANYTHING FOR HARMONY. Venezuelan Cabinet Dissolved and a new

One Formed.

Washington, 'April 1.-Official advices from Venezuela state that President Crespo on Saturday last dissolved the cabinet and formed a new ministry in order to harmonize the several political interests.

CABLE DISPATCHES.

Death of Dr. Payne Smith, Dean of Canterbury-Mail Service.

London, April 1 .-- The Very Reverend Robert Payne Smith, D. D., dean of Canterbury, is dead. He was born in Gloucestershire in November, 1818, and was educated at Pembroke college, Oxford, where he graduated with honors in 1841. In 1871 he was raised to the deanery ber of years professor of divinity at Ox-

In the commons to-day the postmaster general announced the new plan for the accelerated Atlantic mail service going ing into operation next Saturday. The next series of wool sales begin

again on April 30th. The gross arrivals to date are four hundred thousand bales Or. Price's Cream Baking Powder

Awarded Gold Medal Midwinter Fair, San Francisco.

ANDERSON ON THE STAND

He Tells His Tale to Coroner Hasell and Jury Regarding the Wrecked Velos

And How the Ill-fated Crew Aboard Her Came to Their Un-Fimely Death.

The William Law inquest was resumed this afternoon before Coroner Hasell Mr. P. S. Lampman appeared on behalf of the representatives of Law and William Ward was present for the agents of The evidence was heard in the provin

cial court room.

Captain Anderson, of the Velos, said he had captained the tug Velos since last October and had been steamboating altogether 14 years. When they started from Victoria harbor there was not much wind, but the glass was down to 30. At the San Pedro the wind increased and was blowing northeast. He had towed never towed the Pilot in such a heavy sea. "I first got a heavy sea inside Trial Island, and, when one and a half miles beyond, the sea was very heavy. Mate the Nakusp & Slocan railway has been Christiansen and I then discussed what to do and we decided to go back. I was at the wheel. We got around and the mate came and said 'hard aport.' I replied 'she is hard aport.' I pulled the wheel chains up and found they were slack. We then struck the rock. We Guthrie & Co. She had a cargo of tin were to leave Victoria that night at 6, but Mr. Adams kept us. When Mr. are now making arrangements for a sup-Adams came aboard I spoke to him and quimbo from the southern part of the said I had a good mind not to go out, station on February 27th. This is her and Adams retorted you have waited programme for the northern cruise, sub- now four days for me and we have got

ject to alterations: Leave Coquimbo on to get out.' I never saw Mr. Adams the 14th of March, arrive at Callao on after leaving Victoria. The seas were the 20th, leave Callao on the 17th of Ap- sweeping over the deck, when we tried leave Panama on the 29th and arrive at davits, were carried away. I gave ord-Monterey on the 16th of May, and ar- ers to get life belts and all the men were rive at Esquimalt about the 20th of May. then on deck on the port side. I last saw Law when I was getting a life prequin bo, homeward bound, after serving server around me. He was hanging on two commissions on this station, on the to the tow bits at the time. Cook Smith 2nd of March. She is expected to arrive was also hanging on and said he could swim ashore. I told him not to try it. Smith, the cook, and the engineer let go from Honolulu on January 7th. She left and disappeared and I did not see them again. Law alone was left then and I on if you can till the next sea comes and then follow me and swim to them.' The

rocks were near at hand. I was then washed away and swam for shore. When I was on top of the rocks I sang out for Law. I could see him nowhere. I lay down on the rocks all night and it was 7 in the morning when I got off. No water was washing over me then as the tide began to fall after 1:30. The coroner-The last you saw of de-

ceased was hanging on to the tow bits? Yes, sir. In whose charge was the tow? There were two men in charge. had nothing to do with it. You did not know whether she carried

or was licensed for carrying passengers? The foreman-Was there any danger n turning? Was it possible to let the Pilot drift back and pull the Velos with her?

It was not possible on account of the current. The tide was running too strong Why did you not go out at 6? Because Mr. Adams did not come down; he did come down at 9:30. If I had got away at 6 it would have been

all right. Was not the glass tow? Yes, but the wind was not very bad at starting. It was increasing all the while. I ported my helm to keep her clear of the rocks of Trial Island and to-day for the James Gordon Bennett Mr. Lampman-You did not want to go

No, it was a very dark night. Adams ould not make me go out, but then we had been waiting four days. Who chartered the Velos?

out at 9:30?

Mr. Adams chartered her. Did you tell Mr. Spratt or anyone that ou would not go our that night unless you had to? I do not remember

You were working for Robert Ward & Co., the agents of the Velos? Yes; I do not know who was in charge age commissioners for the township of of the barge. There were two men to Chilliwack. steer her. I think that Adams was the owner. I did not know whether she had a certificate to carry passengers. I had orders to tow the Pilot up and down.

Did the Pilot hinder you in turning? Not much. I watched the chance to curn. If I had gone further, turning turn. have been drowned. From whom did you get the orders to

tow the barge? From Mr. Ward. I got no special or fice in the afternoon the barge was to be ready to go out at 6. Coroner Hasell-Was it your duty to ee that the barge was ready?

No; I was ready at 6 and alongside the barge, but Adams was not ready. Mr. Lampman-Mate Christiansen said the Velos could tow the Pilot in any weather in which she could live. Is that correct? does make a difference

could more easily

Velos without the Pilot. Mr. Ward-Have you ever left port on similarly bad nights? Yes. The rock was about 15 yards from the Velos when I swam away None of the crew objected. Did you not have instructions not carry any passengers?

Not that time. That is aboard the Did Mr. Adams insist on going out that night?

Yes, he got mad and left the deck and never saw him more. Captain Clarke, harbor master, said as an old seaman, he would not have gone out with a tow with such conditions

through the Trial Island channel with a tow in so rough a sea. BRIEF LOCALS

·ienuings of City and Provincial News

It was an error in judgment to go

a Condensed Form. From Friday's Daily. -Closing out sale tinware at Shore's hardware, 57 Johnson street. Come and see prices.

-Messrs, A. D. McRae, Milton Gillanders and George Good have been appointed dyking commissioners for Chil-

-Jessie Island, situated at the north entrance to Departure Bay, Vancouver Island, has been reserved and set apart for the use of the Dominion government for lighthouse purposes.

-The reservation which was placed on the lands extending back for a distance of one mile on each side of the line of cancelled, and the lands will be open to pre-emption in three months.

-The bark Cupica is out 189 days from Liverpool for Astoria and has been given up by the consignees, Balfour, for the Columbia river canners, who ply of the American product.

-Hon. Amor DeCosmos addressed the electors of Metchosin on Wednesday afternoon. He spoke of the Victoria, Saanich & New Westminster railway, and said that railway connection was of to lower boats, which, together with the prime importance to Victoria. He reviewed his attempts to secure a railway for Victoria and explained his ideas more fully by a map.

-William Alexander, colored, employed on the farm of Mr. Finnerty, had his right leg broken yesterday afternoon while at work removing stumps. was driving a team of whiffle-tree broke and struck him with terrible force below the knee. He was brought to the Jubilee hospital, where Dr. Frank Hall attended to him.

-A gentleman who returned recently from the west coast says the body of Mr. Timm, who was drowned there some time ago while out boating with Capt. Jamieson of the schooner Escort, was recovered shortly after the accident. It was put in a rough box, which was carcarried to the centre of an island near by and placed in a position of safety. It was not buried as it was thought that perhaps the authorities would want move it.

-The ship Aigburth, Captain Jones, arrived in Esquimalt harbor at four o'clock esterday afternoon. She was in tow of the Lorne, and was out 160 days from Liverpool. She has a cargo of 2740 tons of miscellaneous freight, including naval stores and the new yacht for G. A. Kirk. The ship experienced rough weather off the Horn and she was for four days weatherbound off Cape Flattery. Alexander Irwin, a sailor, aged 19, fell from the topgallant yard, 170 feet, to the deck. His body was badly mangled and it was buried at sea. The weather was very calm when the accident occurred, and it is supposed the poor fellow lost his balance.

Nice, March 29 .- The Ailsa and cup and five hundred sovereigns. There was a whole-sail breeze and plenty of sea for the race and they went over the entire course with sails reefed. The Britannia got the best of the start, but she was soon overhauled by the Ailsa. The race was close, however, and the Ailsa won by two minutes. The steam yacht race was postponed owing to rough

From Saturday's Daily. -A D. McRae, Milton Gillanders and George Good have been named as drain-

-Mr. George Roe, collector of customs for Comox district, has been appointed quarantine officer for the inspection of fruit trees arriving in that district.

seems to be generally understood would have been dangerous. If I had that Mr. D. W. Davis, the present memcut loose from her the Pilot might have her of parliament for Alberta, will shortdrifted on a rock and the people on her ly receive the appointment of collector of customs in the Yukon district.

-Joseph Hayson, of Vancouver, died of natural causes. This is the verdict of ders that day. They told me in the of- the coroner's jury, and the verdict was based upon the post mortem examination of Dr. Bell-Irving, who said that the de ceased had a large tumor on he left frontal portion of the brain and that his left lung was badly diseased, being filled with pus. The scar on the head was said to be an old one. This evidence exploded the foul play theory.

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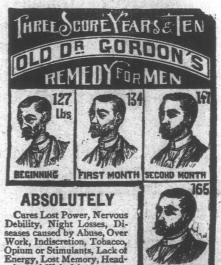
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The Victoria and Sidney Railway Co.

A Special General Meeting of the Share-holders of the Victoria and Sidney Railway Company will be held at the office of the Company, on Monday, the 8th day of April, 1895, for the purpose of adopting By-Laws and for the election of two Directors to fill ROB'T IRVING.

Seed Potatoes.

mr29-2t

the time for farmers to change their seed. Ashcroft potatoes for sale cheap. Write for quotations to the ideal Provision Store, 96 Yates street, Victoria, or Major & Eldridge, Vancouver. SHANGHAIED

British Captain

on a Coup

fide

They Fleeced H ey, But Are

Last Saturday from this city to well laid plans to of the British sh wily captain shar the following da Peru. By this doubt but that th the full benefit mast, swabbing th before breakfast, attending to othe ous duties. The taking a long se will are Jack Per both well-known are always recogn as "mighty smo

Seatle P.-I. A tew weeks as into port with a T the captain, who i on the arrival of t the captain was Galloway, and it he was in posses money, partly his the owners of th amount the prope being a saving se duced the capta wages until they Oriental port. It had about \$3,500 i more than welcom lers, that he was be "fruit" if proj was no opportunit for some days. men cultivated ance and waited without a favorabl

ing itself. Finally, last Satu take the bull by t bold attempt to g means, and with th to Port Townsend met the captain or if rumors are corr ning a good deal o cards. What reall be ascertained beca ors in the drama a and were very mu following day the thing but happy.

Sunday afternoo warned by an emis that the men were and confidence eamping on his tre getting his money caused the captain dignant, but he w ency, and for the wrath. He found and invited them little game, and with him. Since the seen by their frien gan, the Tacoma a runner for Joe in Port Townsend about the men bei that as the vessel way sprang overbo get away, but the ed him in the wa kicking and swear on board.

It is very proba easily got the men taking them unaw a room and subdue While the gamble money, he now h their money and th be no doubt that he money and also th Galloway and Per of Johnny Boyle a lers, and when Co Port Townsend ves that the stars of turned sailors and their passage before of those left at hou eous indignation, ar lated for the resent their arrival at Ca

It was argued the ish captain might a land upon their arr ca. Instances had shanghaied men ha upon their arrival ferred from one ves manner until death their captivity. Johnny Boyle about vesterday tal and it is their inter retary Gresham a pond with the Amer

and see that the me liberty upon arrival Perry, one of the brother of "Bob" White, a San Fran money and is a his one time lived in S too hot for him her in a shooting serar seven years ago, in the Clancy boys he in a more congenie that at the last ra won about \$50,000 b

Angeles, has arrived will load lumber a for Southern Califor