The Semi-Weekly Colonist.

FORTY-FOURTH VICTORIA B. C. FRIDAY JANUARY 9. 1903 VOLUME LXVI

Bernier's New Offer

Will Build His Steamer in Vancouver If Granted $10,000.

C. P. R. Land Office Reports Sales For Last Year Good.

Ottawa Declines to Assist In Maintaining False Creek Bridges.

From Our Own Correspondent.

Vancouver, Jan. 6.—Capt. Bernier has written to the Board of Trade that he will build his vessel for Arctic exploration in Vancouver and sail from here to the North Pole, if Vancouver gives him $10,000 and other advantages.

At the land office of the C. P. R., information was obtained that the land sales from the office for the past six months, have been far ahead of the first six months of the year. There has been, during the year, good sales of suburban and business lots. The demand for lots on Granville street has been very marked, also the ready sale of high-priced West End homestead lots. The aggregate amount of sales exceeded the sales of 1901 by 40 per cent., and were much larger than 1900. The banner year for the land department was in 1888, when Vancouver was being rapidly settled up. From 1886 to 1890 the sales were very heavy, principally for homestead lots for the big influx of population. The sales after 1890 fell off and grew less and less until the revival of good times, when sales looked up again, increasing every year until 1902. Values have been well sustained both in residential and business properties.

A writ has been issued out of the Supreme court against Thos. Veitch, a logger. The plaintiff, Mr. Geo. W. Phipps, claims the sum of $1,807.84 is owing to him by Mr. Veitch, part of it loaned, part of it money paid out by him for Mr. Veitch, and part of it is for services rendered in financing defendant's business. As assignee of the estate of Thos. Dunn, the plaintiff also sues for money advanced by the company for goods sold and delivered and for moneys paid out, the sum aggregating $939.

Mr. Buntzen, general manager of the B. C. Electric railway, will leave shortly for the Old Country, accompanied by Mrs. Buntzen. Mr. Buntzen says his trip is one of pleasure only.

The city clerk has received a reply to a letter sent by the council to the authorities at Ottawa asking for assistance in maintaining of bridges across False creek. The reply is unfavorable, assistance being declined. The letter states that no such aid is given for bridges constructed by municipalities elsewhere.

The Canadian Pacific railway, as contemplated, has issued a writ against the Union Steamship Company to dispossess them of the premises occupied by them at the foot of Carroll street.

The Ledger says this morning: As the result of an interview between Superintendent Marpole of the C. P. R. and certain employees, the entire branch of the United Brotherhood of Railway Employees may go on strike. If this is done, it may interfere seriously with the company's business. The immediate cause of the trouble was the dismissal of two employees who belong to the union, F. J. Hallon and Miss Code, of the general superintendent's department, and at a meeting of the union held on Saturday, it was resolved to lay the matter before Mr. Marpole and ask for the re-enstatement of the dismissed employees. It is understood that Mr. Marpole declined to discuss the situation with the committee in their capacity as representatives of the union. The crisis is said to be imminent.

ROYAL CRUISE.

King and Queen Will Take Trip to Mediterranean.

London, Jan. 6.—The Royal yacht Victoria and Albert has been ordered to proceed at the end of February to the Mediterranean, where the King and Queen Alexandra will embark for a cruise.

WELL RECEIVED.

Leading Boers Attend Receptions to Mr. Chamberlain.

Pretoria, Transvaal, Jan. 6.—All doubts as to whether the Boers would participate in the entertainments given in honor of Colonial Secretary Chamberlain and Mrs. Chamberlain were dispelled by the appearance of Generals Botha, Delarey, Cronje and Smuts at the garden party given by the governor yesterday. The attendance of the town boys, however, was not large. Mrs. Chamberlain is tactfully aiding the secretary in his pacificatory mission.

U. S. ARMY.

Bill Passes to Create a General Staff.

Washington, D. C., Jan. 6.—The House today passed the bill for the creation of a general staff for the army by a vote of 153 to 52. By the terms of the bill it becomes the duty of the general staff to prepare plans for the national defences for the mobilization of the army in time of war, to investigate and report on all questions affecting the efficiency of the service, and to render professional aid to the Secretary of War and to general officers and other superior commanders. The duties now prescribed by statute for the commanding general of the army as a member of the Board of Ordnance and fortifications, and of the Board of Commissioners of the Soldiers' Home shall be performed by the chief of staff or other officers designated by the President.

PROTEST BY BRITAIN.

Because Russian Torpedo Boat Passes Dardanelles.

Constantinople, Jan. 6.—Great Britain has vigorously protested to the Turkish Government against the permission granted in September last to the unarmed Russian torpedo boat destroyers to pass through the Dardanelles and into the Black Sea under the commercial flag of Russia. These vessels were about to start on the proposed trip. The British note says the passage of the Dardanelles by the torpedo boat destroyers would be a violation of the existing international treaties, and that if Russian warships are thus allowed to use the Dardanelles Great Britain will reserve the right to demand similar privileges. The protest has caused irritation in Russian circles and concern on the part of Turkish authorities, who fear that other powers will follow the example of Great Britain.

TO BECOME PRIESTS.

Former Protestant Clergymen Going to Rome.

New York, Jan. 6.—Dr. Kennedy, rector of the American college at Rome, sailed on the steamer Wilhelm Der Grosse today, accompanied by Dr. B. F. Dacosta, former rector of the Protestant Episcopal church at St. John, the evangelist of this city, and Dr. Doran, formerly a Protestant minister in Philadelphia, both of whom are going to Rome to become Catholic priests. Dr. Dacosta is 71 years of age.

TROUBLE IN PERSIA.

Because Officials Are Said to Favor British.

Berlin, Jan. 6.—A despatch to the Cologne Gazette from St. Petersburg says Prince Ein Ed. Dauleh, governor of Teheran, capital of Persia, has been transferred to the governorship of Arabistan, as the Shah feared a revolution under the Prince's leadership. The latter is said to be under British influence. Other officials at Teheran suspected of pro-British leanings have been transferred to the provinces.

CARNEGIE OFFER.

Will Give Philadelphia a Million and a Half.

Philadelphia, Jan. 6.—Andrew Carnegie has offered to give the city of Philadelphia a million and a half dollars towards the extension of its free library system. Under the conditions of his offer this sum is to be applied only to the erection of thirty buildings which are to be used as branches of the main library. The city is required to furnish the sites for the buildings, and is to equip the libraries and afterwards maintain them at a yearly cost of at least $5,000 per building.

Premier Is Expeced Home

Sir Wilfrid and Lady Laurier Will Be in Ottawa This Forenoon.

Gown Raises Dissension in Methodist Church and Congregation Protests.

From Our Own Correspondent.

Ottawa, Ont., Jan. 6.—Sir Wilfrid and Lady Laurier are expected to arrive here at noon tomorrow. This being Epiphany, and a statutory holiday, the public departments were closed. The Railway committee of the Privy council had a lengthy session today considering Ontario and Manitoba cases.

The anti-gown faction in the Dominion Methodist church, waited upon Pastor Rose last night and protested against the innovation. Dr. Rose gave them no assurance that he would discontinue the gown. After the meeting dissidents met and formed an association, with a view to prevent ritualistic innovations in the Methodist church.

A. B. Newell, of the White Pass railway, is in the city.

A cable from the War office today states that tenders were to be called for the year's supply of fresh beef for the army in South Africa. The War office is desirous that the tender should be secured by someone within the Empire, and has asked the Canadian Government to advise them if it is likely any Canadian firms will compete. The matter will be attended to by the Trade and Commerce department.

BIG DEBTS.

Geo. S. Davis Has Not Much to Satisfy Them.

Detroit, Jan. 6.—Geo. S. Davis, of this city, for many years a member of the firm of Parke, Davis & Co., has filed a petition in voluntary bankruptcy. The total amount of his debts is given as $244,000, with assets amounting to $5,150.

RECEIVER APPOINTED.

United States Mining Company Is in Trouble.

Los Angeles, Cala., Jan. 6.—A receiver has been appointed for the Copper Bell Mining company of Virginia, with headquarters in New York and capitalized at one million dollars. This was on petition of M. A. Newmark & Co., of Los Angeles. The company owns mines, a smelter, and other property in Gleason, Ariz. The indebtedness is said to exceed $1,000,000. Many stockholders are Eastern people of small means are shareholders.

FIRE EXCITEMENT.

Royal Chapel at St. James Is Injured.

London, Jan. 6.—There was considerable alarm at the Chapel Royal, St. James' Palace, this morning, owing to the sudden outbreak of fire in the altar. The chapel was crowded, the occasion being the annual Epiphany service. The draft carried the flames of a candle to the decorations, but before the fire had made much headway the officiating clergyman mounted the altar and tore down the burning holy.

BADLY BROKEN.

Private Bank Can Only Pay Four Cents on Dollar.

Oakville, Ont., Jan. 6.—A meeting of creditors of C. W. Anderson & Sons, private bank, was held here today when the assignee presented a statement showing the total liabilities $156,988, with only assets sufficient after meeting charges to pay four cents on the dollar. The Bank of Hamilton had secured control prior to the failure of almost all of the firms' assets to secure itself, and the customers assignee stated that if the bank's claim could be successfully contested the customers would get 25 cents on the dollar.

A BLOW FOR ROSS.

Hon. E. J. Davis Will Resign Rather Than Face Trial.

Toronto, Ont., Jan. 6.—In North York the election protest against Hon. E. J. Davis, Commissioner of Crown Lands, was fixed for January 20, and by law all particulars have to be filed not later than 14 days previously, which would be today. Rather than have these particulars delivered which involved charges against himself and his political friends, he has offered the appellant, T. H. Lennox to resign. His offer has been accepted and his resignation has been placed in writing, and witnessed by two legal gentlemen. The minister's resignation has caused a tremendous sensation in political circles, especially in view of the bye-elections which are to be held tomorrow, on which hangs the fate of the Ross Government.

Britain's Answer

Note Accepting Proposal Relative to Venezuela Arbitration Reaches Washington.

Germany Also Sends In Her Views Upon the Subject.

Castro Claims to Have Seized Ammunition Intended For Rebels.

Washington, Jan. 6.—Secretary Hay has received the British answer to President Castro's last proposal relative to arbitration. The note is interlocutory, but in substance states that if Venezuela wishes a conference with a view to submitting the differences between the two countries to arbitration, Great Britain will accept.

Later in the day a separate response to President Castro's last proposal came from Germany. In many respects it was similar to that from Great Britain, and like it, named certain conditions regarding the matter under consideration on which an understanding will have to be reached before the case is submitted to arbitration. Germany's, like that of Great Britain, has been sent to President Castro through the intermediary of United States Minister Bowen at Caracas.

Caracas, Jan. 6.—President Castro is elated today over the capture by his troops of all the ammunition destined for the Matos revolutionists, which, it is alleged in certain quarters here, the allied powers permitted to reach the Venezuelan coast at Coro. It has been learned here that the allies have declared that the blockade of Coro will begin tomorrow, January 7.

As a result of the government's policy over the revolutionists at Guatiere last Sunday, Gen. Fernandez, one of the revolutionary leaders, has offered to treat with President Castro.

London, Jan. 6.—A despatch to the Central News from Rome says the Italian cruisrs Puglia, Christoforo Colombo and Dogali have ben ordered to the Carribean.

PROMOTERS' FEES.

Immense Profits for Floating a Mining Company.

New York, Jan. 6.—Two actions were begun in the United States Circuit court today by the Old Dominion Copper Mining & Smelting Company, a New Jersey corporation, having offices in Boston, against the executors of the will of the late Leonard Lewisohn. The complainants charge that Lewisohn and Albert S. Biglow, a capitalist of Boston, were guilty of fraud and conspiracy in the formation of the complainant corporation, and allege that together they made a profit of more than $2,000,000 out of transactions incident to the promoting of the company.

THE DAKOAS IN BLIZZARD

In Both States the Terrible Storm Rages Over the Land.

St. Paul, Minn., Jan. 6.—Meagre reports have reached St. Paul of a terrible blizzard which is raging tonight in South Dakota and moving rapidly Eastward. Sioux Falls, S. D., is almost entirely cut off from the world but the wire is working between that place and Sioux City, Ia., and is used exclusively by the railway for train service orders. The storm strick Sioux City soon after dark, starting in with a fine rain, which quickly turned to snow the thermometer sank rapidly and wind grew almost to a hurricane velocity, one report putting its speed at 90 miles an hour and before it the snow was driven in sheets, making traffic of any kind almost an impossibility. It is thought the railway service will be practically at a standstill by morning, and fears are entertained for settlers in the country. Fuel is very scarce in some sections, and these cold waves which occasionally will follow blizzards will cause much suffering.

Bismarck, N. D., Jan. 6.—This city is in the midst of a great mid-winter hurricane, in which the wind reached a velocity of 64 miles an hour. Hardly had the state legislature adjourned when the windows in the House and Senate chambers were driven in by the wind. The heavy glass in the sky light in the rotunda narrowly missing several persons. The decoration for the inaugural ball were ruined.

Summit, S. D., Jan. 6.—The worst blizzard since 1888 is now in progress here, snow began to fall early this evening.

GIFT TO McGILL.

Lord Strathcona Gives Large Sum for Gymnasium.

Montreal, Jan. 6.—(Special)—Lord Strathcona has offered twenty thousand dollars towards a new gymnasium at McGill University.

RELEASED.

Man Who Killed an Ontario Detective.

Kingston, Jan. 6.—(Special.)—Thomas Wilson, who served 12 years in Kingston penitentiary, was released today. His crime occurred in London, Ont., where he shot and killed Detective Phair.

GONE INSANE.

Railway Man Demented Over Wanstead Disaster.

London, Ont., Jan. 6.—Alexander Cromwell, an old railway man, has gone insane. He is alleged to have become demented through worry over the Wanstead railway disaster with which he is in no way connected.

HIS SECOND VENTURE.

Mr. Fearman Marries at Age Eighty Years.

Hamilton, Ont., Jan. 6.—F. W. Fearman, head of the well known pork packing firm of F. W. Fearman company of this city, married Mrs. Jno. Hamilton Neales, at Bay City, Mich., yesterday. Mr. Fearman is nearly 80 years old, is father of several, and is a grandfather.

NEW YORK CANALS.

New York, Jan. 7.—The New York Board of Trade has adopted a resolution declaring that the interests of the state and the city of New York require the construction of a thousand-ton barge canal between Buffalo and the Hudson river at the earliest date. The legislature is urged to submit the question to the people at the general election next November. The resolution says: "In our judgment the Mohawk-Seneca route is not only more desirable than the Ontario lake route, but we believe that the adoption of the latter route would be a serious mistake which would result in disappointment and failure of benefit." Another resolution recommends that the Champlain canal be enlarged.

THE KRUPP AFFAIR

Berlin, Jan. 7.—The employees of the Vulkan Works at Stettin have sent Emperor William, according to a press despatch, the following telegram: "The assembled workmen of the Vulkan Works declare that they disapprove of collecting signatures to an address supporting the employers' attitude in the Krupp affair, and disagree with the contents of the telegram sent. They declare, on the other hand, that the telegram was a concoction designed to deceive His Majesty regarding the true and honest sentiments of the working classes. The signers were induced by direct or indirect compulsion to sign this telegram. They deem it irreconcilable with their manly honor as workingmen to deceive His Majesty concerning their true sentiments, and declare they signed only through fear of pecuniary damage." A resolution embodying the foregoing was adopted at a stormy meeting. The address complained of was an endorsement of the Emperor's two speeches to workingmen directed against the late Herr Krupp's assailants.

Boat Pullers And Licenses

Fishermen Ask Mr. Morrison to Try and Remove Restrictions.

Claims Against the Cannerymen Likely to Come on Soon.

From Our Own Correspondent.

Vancouver, Jan. 7.—A deputation from the Fishermen's Union called upon Aulay Morrison, M. P., yesterday and requested him to urge the government to do away entirely with the one dollar license for boat pullers. Mr. Morrison asked the delegates to send him a formal letter setting forth their wishes and giving their reasons for desiring the change, and he would be pleased to submit it to the government on his return to Ottawa. The delegation consisted of George Durham (secretary), George Mackie, Charles Mackie, M. Ormang and W. Beadle. It was on the request of the Fishermen's Union that the government first made it law that a boat puller was to pay one dollar a year license. The government even went further and required that boat pullers be British subjects. This portion of the regulations, however, was not enforced, and Kags, Italians, Americans and other foreigners were allowed to pull a boat. The union then asked the government to enforce that portion of the regulations referring to the nationality of boat pullers. The government promised to do so, but the regulation was again not enforced. Now the union being hopeless of inducing the government to require boat pullers to be British subjects, have requested that all restrictions be removed.

Chas. Durham, secretary of the Fishermen's Union, states that although the writ has been issued against the salmon canners for alleged breach of agreement regarding the price paid for the season's catch, that the writ will probably have to be cancelled and re-issued, as some of the cannerymen on whom the writ was served claimed to be agents and not owners of the cannery under their management. Mr. Durham says that D. G. Macdonell, who is handling the case, will probably be able to bring it into the courts in February. The main contention of the fishermen is that the catch was under 250,000 cases and not over that number, consequently there was in round numbers, and according to the sliding scale agreed to, 18 cents a fish instead of 16 cents a fish due them. The fishermen claim that fish caught in seine nets in Jarvis Inlet should not have been included in the catch; the canners claim they should. Other matters of dispute have arisen which will be brought out in evidence when the trial takes place.

Mr. Durham says the fishermen believe their case is a just one, or they would not be spending their money to have the differences of opinion between the canners and fishermen arbitrated in the courts.

Brackman & Ker are shipping by the Steamship Moana 1,000 barrels of British Columbia flour of their own manufacture. This is the first shipment of flour manufactured in the province that will have been consigned to Australia from this port, outside of sample consignments sent at different times by other firms.

Dr. Gibbens, veterinary surgeon, noticed a woman cruelly beating a small dog yesterday and notified the Society for the Prevention of Cruelty to Animals, with the result that the woman has been summoned to appear in the police court today to answer to the charge.

The police have arrested three newsboy strikers on a local paper for creating a disturbance.

The Native Sons will meet on Thursday night to elect officers for the ensuing year, and consider other important business.

URGED TO REFUSE.

British and Japanese Advice to China.

Pekin, Jan. 7.—The Russian customs negotiations are continuing. The British and Japanese representatives have advised the Chinese to reject the proposals and the Chinese say they will do so. The Russian representative suggested modifications of the original scheme, with the object of securing control of the Manchurian customs. Chinese ability to resist the Russian pressure in this connection is doubtful.

TO RAISE RATES.

Western Railway Will Make an Advance.

Chicago, Jan. 6.—Steps were taken at the annual meeting of the Western railway executive office today for a general advance in all commodity rates, it was not determined, however, how large the advance will be, for this depends largely upon suggestions from the general freight agents.

Will Have a Ferry

Victoria Terminal Ry. Co. Negotiating For the Steamer Victorian.

Her Machinery to Be Placed in the Large Barge Washington.

Which Will Be Transformed Into Ferry Steamer for Gulf Service.

A deal is in progress, and probably has been terminated ere this issue of the Colonist is in the hands of its readers, for the purchase of the steamer Victorian from Dodwell & Co., by the Victoria Terminal Railway & Ferry Co. Messrs. John Hendry, president; A. E. Woods, vice-president, McGuire, and Thornton Fell, solicitor for the company, are in Tacoma negotiating for the purchase of the Victorian, which is tied up at that port, where she has been lying since her retirement from the Alaskan trade, in which she was placed by the Dodwells after being withdrawn from the service from Tacoma and Seattle to Victoria, in the stead of the lost City of Kingston. After an examination of the powerful machinery of the Victorian, which was completed yesterday morning, a preliminary examination having been made previously by some Victoria engineers, the negotiations were reported to have reached a satisfactory conclusion yesterday, and the Victorian is to be transferred to the Victoria Terminal Railway & Ferry Co.

It is said to be the intention of the company to take the machinery out of the Victorian and place it in a barge to be bought from the Hale & Kern Contract Co., of Portland. A deal for the purchase of this barge at a price in the neighborhood of $30,000 has been in progress through a prominent Victoria shipbroker for some time past. The Victorian has triple compound engines, which engineers have said were too strong for the hull in which they were placed, being large enough for an ocean liner, and this machinery is to be placed in the barge Washington, one of four large schooner barges built by the Hale & Kern Contract Co. to transport rock for the construction of the jetty at Grey's Harbor. Now that work is completed, the barges have been placed on the market.

The Washington, which the Victoria Terminal Railway & Ferry Co. proposes to convert into a ferry steamer for the transport of cars from Sidney to Liverpool in connection with their system, as proposed in the agreement which it is intended shall be made with the city, is a vessel of exceptional strength, built to carry large cargoes of rock through the rough waters at the Columbia river bar. The average cargo of rock carried was 1,500 tons, and the four barges—there are three of the same model other than the Washington—carried in all 650,000 tons. When not subjected to a rough ocean voyage, they can each carry a cargo of 1,700 tons. The Washington has carried 1,185,000 feet of lumber from Portland to San Francisco.

When the powerful machinery of the steamer Victorian—which it is proposed to place in the Washington—is in place, it is estimated that the ferry steamer will be able to attain a speed of sixteen knots, as required by the bylaw, and carry about ten cars across the Gulf. The Washington, which in company with the three other barges, was built in 1898 at Portland, is 180 feet long, 43 feet in breadth and 14 feet deep. It has a gross tonnage of 710 tons and 675 tons net. The barge is now tied up in the Columbia river near Portland.

The Victorian, which will probably come into the possession of the Victoria Terminal Railway & Ferry Co., is a vessel well known to Victorians, for when she first arrived here she was presented with silk colors by a committee of public citizens of this city. She was built at Portland for the Oregon Railway & Navigation Co., in 1891, by Capt. James W. Troup, the present manager of the Canadian Pacific Navigation Co. She made one excursion trip on the Columbia and then Capt. Troup brought her to Victoria and Puget Sound, and she was placed on the Victoria-Sound route in charge of Capt. Anderson, afterwards of the City of Kingston. She was soon afterwards sent back to the Columbia. After the loss of the City of Kingston, which was sunk by the liner Glenogle, after some unsatisfactory service with the George E. Starr and North Pacific, the Dodwells placed the steamer Victorian on the Puget Sound-Victoria route again, and later she was again withdrawn and placed in the Alaskan trade, in which she was engaged until a year ago, when she was retired and has since been tied up at Tacoma. She is 243 feet long, 36 feet beam, and 15 feet hold.

If the Washington can be engined satisfactorily with the powerful machinery of the Victorian—and it goes without saying that she can—the company will doubtlessly be able to carry out their agreement with the citizens of Victoria as provided by the bylaw carried some time ago, which provided for the operation of a combined passenger and freight steamer, they presumably intending to build an upper deck over that on which the cars are to be carried to accommodate passengers, on the route from Sidney to Liverpool, on the Fraser river, with connection with Victoria by means of the Victoria & Sidney railway, and a Mainland connection with the Delta district, ultimately connecting with the Great Northern railway.

This arrangement would obviate the necessity of the company being compelled to go before the public again for an extension of time to December next, as was proposed in the agreement embodied in a bylaw now being considered by the City Council, which bylaw provides for the operation of two vessels, one a passenger steamer to accommodate four hundred passengers, with a speed of sixteen miles an hour, and a freight steamer, to carry at least six loaded cars with a speed of fourteen miles an hour, both of which vessels were to be built in Victoria, the management of the Victoria Terminal railway having agreed to the insertion of a clause to that effect in the bylaw.

BANK OF MONTREAL.

Montreal, Jan. 7.—(Special)—The directors of the Bank of Montreal at a meeting today decided to increase the capital stock from $12,000,000 to $14,000,000. The bank will apply to parliament for power to divide shares at par value of $100 instead of $200, as at present. Stock will be issued to shareholders in the proportion of one to six at $240 per share. The market value today was $246. The par value of the shares is $200.

PROFESSOR KOCH.

Goes to Africa to Study Cattle Plague.

Berlin, Jan. 7.—Prof. Robert Koch, the eminent bacteriologist who sails today from Hamburg for Rhodesia, where he is to study the cattle plague for the British Government, receiving compensation of $250 daily exclusive of his expenses and has assistance of two high salaried doctors.

WORKMEN'S HOUSES.

German Government to Erect Dwellings For Shipyard Employees.

Berlin, Jan. 7.—The ministry of the interior in the budget estimates asks for $1,000,000 for building dwellings for laboters employed in the Government ship yards at Kiel, Wilhelmshaven and Dantzic, and also for housing minor officials in the crowded industrial districts and to be used for loans to building societies, whosemembership is exclusively composed of minor public servants. This is a continuation of the policy begun in 1901 with $500,000 and continued in 1902 with $1,000,000.

ARBITRATION TREATY.

United States Senate Committee Reports Favorably on Measure.

Washington, Jan. 7.—The Senate committee on foreign relations today authorized Senator Lodge to report favorably the general international arbitration treaty recommended by the Pan-American conference held at the city of Mexico last winter.

The House committee on military affairs today concluded the preparations of the army appropriation bill, which carry appropriations of $72,538,337, about $5,000,000 less than the estimate. The appropriation last year was $91,246,636.

A Gorgeous Oriental Show

Wonderful Display at Review of Indian Princes Retainers at Delhi.

Trappings of Gold and Silver and the Splendor of the East.

Delhi, India, Jan. 7.—The Viceroy, Lord Curzon of Kedleston, and Lady Curzon, and the Duke and Duchess of Connaught, today reviewed the retainers of the ruling chiefs in the Durbar arena. The variety of costumes and paraphernalia afforded the most striking pictures of the Durbar festivities. Contingents from all parts of great India participated, mostly retaining the distinctive features of their customs. The flags and other emblems of the state of Cutch were carried on camels and elephants, accompanied by armed men on stilts, while Arab irregulars danced past the Viceroy to the music of their own instruments. The famous gold and silver guns of the state of Baroda attracted much attention. The ancient Mahratta flags, descended from the Mogul emperors, were borne past on an elephant carriage. The martial Rajpoots were clad in mail armor. State bards, camel kettle drums, richly caparisoned elephants and horses, and agile swordsmen, many shouting battle cries, followed one another in quick succession. A Royal elephant carriage, two stories high, showed how the palace ladies accompanied the princes of bygone days. The retinue of the state of Cashmere included a fine detachment of cuirassiers and a huge giant.

The great Sikh states were represented by large soldier-like bodies of men, armed with maces, spears, matchlocks and hand grenades. Each contingent was headed by an elephant bearing a gorgeous howdah, in one of which the sacred book of the Sikhs occupied the place of honor. The book was guarded by the chief priest. The venerable chief of Nabha, escorted by men mounted on richly caparisoned horses and accompanied by hounds and hawks, was a striking feature of the display, which for wealth of colorings, diversity of components and number of spectators, may be considered to have been the most brilliant of the Durbar display.

Almost incalculable wealth of gold and silver was displayed as the seemingly never ending medley of elephants, camels, troops, musicians and carriages representing the different Indian states, passed and manoeuvred before the dais. The elephants carried howdahs and trappings of the purest gold and silver. There were carriages of pure silver, and, sedan chairs of gold. During the temporary stoppages of the procession half a dozen bands, some carried all on one elephant, played different airs while the state retainers, clad in mail, and filled with lances and swords yelled their battle cry and fought in the arena.

The Maharajah of Jaibur sent horse men in complete armour riding on golden saddles and carrying lances with red and white pennons. The Maharao of Kota sent many camels carrying swivel guns, a force of military Ascetics, and a number of quaint musicians.

The camel men of the Maharajah of Alwar wore uniforms of blue and yellow. An elephant carriage, drawn by four elephants, followed the Alwar horsemen, who were clad in mail armor and whose horses reared in salute to the royal personages present. An elephant from the state of Datia also saluted the dais, salaaming, several times before it. The Shaumen of Burmah, carried golden gongs and teapots, and wore golden helmets.

The carriage of the State of Jind was of pure silver, and drawn by four black horses, with golden harness. The carriage of the State of Patiala was also of silver, decorated with gold. A dwarf from the state of Nabba was followed by a giant seven feet ten inches high. A contingent from Kashmir closed the procession. The Duchess of Connaught wore a black and white dress, and Lady Curzon appeared in a violet colored costume.

ERIE RAILWAY.

Changes Made on Board of Directors.

New York, Jan. 7.—The directors of the Erie Railway company met today and accepted the resignation of E. B. Thomas as chairman of the Board of Directors, effective February 1, and the resignation of J. Middleton, secretary and second vice-president. Mr. Thomas who is now executive head of the Lehigh Valley road, has selected Mr. Middleton as his assistant. Mr. Thomas remains in the Erie directorate. The regular semi-annual 1½ per cent. dividend on Erie first preferred was declared. The office of chairman of the board was abolished and President Underwood will assume the duties of that position. Norton B. Ream, of Chicago, takes Mr. Thomas' place in the executive committee. G. A. Richardson was elected assistant to the president, and L. D. Smith resigned as assistant secretary and David Rosman was elected to take his place.

Ontario By-Elections

Liberals Carry All Three Seats in Contest For Legislature.

Agreement of Hon. E. J. Davis to Resign His Seat in House.

He Pays Eight Hundred Dollars to Recoup Conservatives For Expenses.

Toronto, Jan. 7.—The Liberals carried all three seats at the by-elections today. The results were:

North Norfolk—Little (Liberal) defeated Snider (Conservative) by 55.

North Perth—Brown (Liberal) defeated Monteith (Conservative) by 172, with two polls missing.

North Grey—McKay (Liberal) defeated Boyd (Conservative) by 236, with one poll missing.

Following is a copy of Hon. E. J. Davis' agreement to vacate his seat in the legislative assembly:

"Toronto, Jan. 2, 1903.

"I, Elihu James Davis, hereby declare my intention to resign my seat in the legislative assembly for the province of Ontario for the North riding of the county of York.

"E. J. DAVIS."

Signed in the presence of R. A. Grant and James Baird.

At the time of execution of the agreement, the Hon. Mr. Davis handed over a check for $800, in payment of Conservative expenses in the case.

R. A. Grant is solicitor for Davis, and James Baird for T. H. Lennox. Liberals still deny that Mr. Davis agreed to resign.

Peter Ryan writes to the World respecting Dr. Cassidy's circular saying he had the support of the hierarchy for a senatorship. He says the practice of Catholic aspirants for office or political preferment, dragging Catholic bishops and priests into the political cock-pit, is not what should be encouraged, for it gives much justification for statements made, and the belief entertained, by non-Catholics, that the hierarchy and priests of the province carry the votes of the Catholics of Ontario in the hollow of their hands. No more unsubstantial idea can be entertained.

VISITING THE COAL MINES

President Howard of Western Fuel Company in Nanaimo—Sudden Death.

From Our Own Correspondent.

Nanaimo, Jan. 7.—President Howard, of the Western Fuel Company, arrived today on a visit of inspection of the new property of the company. Exploratory work is being pushed, bore holes going down on both sides of the exit channel, but no definite plans for the future are yet announced.

Charles Machin, a shot lighter, who was seriously injured by an accident on November 14 in the Chase River mine, died this morning. Deceased was a Yorkshireman, aged 65 years, a pioneer of 30 years' standing, and one of the oldest officials of the company.

Miss Maggie Davis, aged 19 years, died suddenly this morning of appendicitis. She was a popular member of a local choir, and took part in the Christmas festivities in her usual health.

IMPERIAL PENSIONS.

To Be Extended to Families of Canadian Soldiers.

Ottawa, Jan. 7.—(Special)—The government has been advised of an important decision by the Imperial authorities. Some time ago it was announced that the same rate of Imperial pensions would be granted to Canadian soldiers who suffered injury by reason of service in South Africa as would apply to regulars in the army. Now it is intimated that the pension order has been extended so as to include widows and orphans of Canadians who were killed or died while serving during the war.

Sir Wilfrid and Lady Laurier arrived here at 7:15 this evening and were met at the station by a large number of citizens who heartily cheered them. Eight of Sir Wilfrid's colleagues, Messrs. Fielding, Patterson, Fitzpatrick, Scott, Sutherland, Prefontaine, Sir Fred. Borden and Sir Wm. Mulock, were present to welcome their chief. The Prime Minister shook hands with nearly everybody in the crewd, and expressed himself as delighted to be home. It was noticeable that he appeared vastly improved in health.

Mr. George Riley, M. P., has been appointed to the vacancy on the fishery commission caused by the death of the late G. R. Maxwell.

ANOTHER COLLISION.

Heavy Loss of Life in Pennsylvania Railway Accident.

Pittsburg, Pa., Jan. 7.—As a result of a collision between a passenger train and the rear end of a freight train on the Monongahela division of the Pennsylvania railway tonight at Cochrane station, seven men are dead, one is dying and five others are injured. The passenger train in the wreck was the West Elizabeth accommodation, which left Pittsburg at 3:30 p.m. It was on time and had a clear track, according to the signals displayed. At the siding at Cachrane it ran into the rear car of an extra freight, which had taken the switch, but failed to clear the main line. The officials of the road attribute the disaster to the failure of Patrick Quinn, the rear brakeman of the freight, to see that his train had fully cleared. Up to 11 p.m. Quinn had not been located. When the passenger train came along the caboose of the freight overlapped the main track enough to catch the tender of the passenger engine, which was forced back upon the combination baggage and smoker with terrific force. The thirteen passengers were jammed against the rear end of the car into a solid mass. Three of the victims were killed outright, two of the other four were literally roasted to death and the two who died on the way to the hospital were so badly burned that recognition was impossible. Almost immediately after the impact, fire from the stove in the smoker communicated to the wreckage and the imprisoned victims were tortured beyond description. All of the victims were badly burned.