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VOL. 22.

The States And Cuba

Platt Amendment Is the Final Policy of the Washington Administration.

The Cuban Commission Their Task Regarding Their Incomplete Report.

Havana, May 13.—The Cuban Constitutional convention met to-day in secret session and formally considered the report of the commission that went to Washington to obtain more definite information regarding the intentions of the United States. General Sanguly objected to their report on the ground of incompleteness, pointing out that the commission made no recommendation. "They were sent to Washington," he said, "with the object of getting the basis changed, but they could not be effected, nor do they express an opinion regarding the acceptability or objection of the Platt amendment as we had expected they would." Senator Tamayo Lorente and Betancourt replied that Secretary Root had explained that the basis could not be changed, as the Platt amendment was the final policy of the Washington administration. It was useless, therefore, they went on to say, for them to insist on a change, but the construction Mr. Root put on the basis, together with his assurance that the United States would establish an independent government in Cuba and would not interfere with Cuba's sovereignty, influenced them in favor of accepting the amendment, although they did not recommend this course in their report. Senator Portuondo declared that he did agree with his colleagues who had already spoken, and was opposed to the acceptance of the Platt amendment.

LABOR TROUBLES.

Leaders in Conference at Washington—The Machinists' Strike.

Washington, May 13.—Conference are in progress to-day between President O'Connell, of the International Association of Machinists; President Gompers, of the American Federation of Labor; and the officials of several of the metal working trades other than machinists. President O'Connell said the outlook was very encouraging for a successful settlement. He predicted that a large number of firms will have signed the arrangements between the Machinists and Association of Employers by May 20th. He says the strike will affect at least 100,000 men directly, and over a million of allied mechanics indirectly.

Locked Out.

Rhampston, N. Y., May 13.—The factory of the American Glycerin Company, in this city, was locked out 500 employees, this being a sequel to the strike of 100 girls last week.

Light

To look after the dollars, but if you are really desirous of saving them you will exercise a little foresight and buy your groceries from us.

LEISH PICKLES (quarts) 25c.
AYO CATSUP, 2 lb. tins 15c.
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W. FLAKES (the finest Breakfast) 10c.
ST. MALT EXTRACT AND MALT 10c.
NETTLE, NUTRINE, NUTRINE.

FRESH CREAM RECEIVED DAILY.

XI H. ROSS & CO., Cash Grocers.

NEW CHINESE PARTY.

Res to Set Prince Tuan's Son on the Throne.

Manhattan, May 11.—It is reported that Empress Dowager's favorite, La Yeng, heads a strong reactionary party, including the Grand Chancellor, Chuan Ling, Yung Lu, Prince Tuan (Gen. Tung Fu Hsiang, which aims to depose Emperor Kwang Su in favor of the son of Prince Tuan.

APIOL & STEEL PILLS

Remedy for Irregularities.

BENEDICTINE BITTER APPLE PILLS
COGNAC, PENNYROYAL, ETC.

Order of all chemists, or post free for 50 from EVANS & SONS' & MARSON, Montreal, or MARTIN, Pharmacologist, Chemist, Southampton England, or P. Box 289, Victoria, B. C.

RED. J. BITTENCOURT

opened another store at 54 Johnson street, to be known as No. 2 Curiosity Shop, 747 for No. 1 Curiosity Shop, corner Yates and Blanchard streets. Tel. 740. No. 2 Curiosity Shop, 54 Johnson street.

RENT—Cheap, 10 acres, nearly all cleared, good pasture, on Glanford avenue. Apply to E. O. B. Boggs, 15 Prince street.

MAY AMALGAMATE.

The Atlantic Transport and Leyland Lines Likely to Join Interests.

New York, May 13.—President Bernard, N. Baker, of the Atlantic Transport line, arrived here from London to-night on the steamship Minneapolis. He went to England a short time ago for the purpose of securing, through the aid of J. P. Morgan, the consolidation of the Atlantic Transport and Leyland lines, the fleets of which will next year aggregate 750,000 tons. Should the deal consummated the combined lines will be the largest in the world.

President Baker seemed reluctant to discuss the subject, but finally admitted that the combine has as yet no legal standing, but there is a likelihood that in the near future those controlling the two lines may find it to their interest to amalgamate.

EMPIRESS ARRIVES.

The India Reached Port at Noon To-day—Some of Her Passengers.

R. M. S. Empress of India arrived in port at noon to-day and shortly after the Willapa left the inner dock as tender to the big white liner. The last few days of the Empress's voyage were very rough, and the liner had quite a battle with the elements. She had on board more than 1300 cabin passengers, among whom were the following: Min Hui Tebo, the Korean minister to Washington, a diplomatist possessing the suzerainty which is the pre-eminence quality of an Oriental; W. J. K. Cunningham, D. S. L.; Prince Ibrahim Hassan, a real live sample of Egyptian royalty, who relates some interesting information regarding the land of his nativity, which lack of space prevents publishing, and who is touring the world and is charmed with William Head, expressing his opinion that it would make an ideal summer resort; Bishop Dillington and Baronet Berdard, an Australian nobleman, travelling for diversion. The Empress carried the usual miscellaneous assortment of Oriental freight and Chinese, thirty-five of whom were landed here.

Read a Third Time

Only Five Members Voted Against the Manitoba Railway Bill To-day.

Direct Line of Steamers to Be Established Between Canada and France.

Ottawa, May 14.—It was 3:40 when the House adjourned this morning. The Manitoba bill was read a third time, only five voting against it. They were Messrs. Richardson, Charlton, Wallace, Bourassa and Puttee.

Alien Labor Bill.

In the House to-day the Alien Labor bill was read a third time.

Steamers to France.

A resolution was passed to-day giving a subsidy of \$100,000 per annum for a direct line of steamers between Canada and France. The season's service will be fortnightly, and afterwards either ten days or weekly.

Bond-Blaine Treaty.

Premier Bond, of Newfoundland, is in the city. He is here to see the government in regard to the Bond and Blaine treaty between Newfoundland and the United States, which was held over some years ago by the Imperial government at the request of Canada, and which Mr. Bond now wants to see put in force. He had an interview with Sir Wilfrid Laurier this afternoon.

PROPOSED ALLIANCE

Between Russia and Germany to Work Against United States in Matters of Tariff.

Berlin, May 13.—The Cologne Gazette, which often voices the views of the German foreign office, in the course of a leading article to-day advocating a tariff understanding with Russia, in order that the two powers might act jointly against the United States, says:

"As matters stand for Europe to-day, the struggle for existence demands that the exceptional position of the United States are a most dangerous competitor for Germany, especially in iron manufacture and hardware. Germany's tariff policy must be arranged accordingly. An understanding with Russia offers ways and means to compel the United States to adapt themselves to Europe's tariff system by which German agriculture would by no means suffer disadvantage."

HORRIBLE CRIME.

Parents Confess to Killing Their Child and Eating the Remains.

London, May 14.—The Vienna correspondent of the Daily Mail reports that the parents of a 12-year-old girl, residing in the village of Pressburg, Southern Styria, were accused of butchering the child and eating all of her body. They tried to burn the bones and the discovery of the remains led to their arrest. When confronted with the evidence of their crime they confessed their guilt.

FATAL FALL.

Knelt Island, via Chemunus, May 15.—D. Gallant, foreman at the Industrial school, fell from a tank house this morning and was instantly killed.

The Troops Called Out

The Albany Tramway Company Determined to Run Its Street Cars.

National Guardsmen Will To-day Patrol the Streets—Police Are Powerless.

Albany, N. Y., May 14.—The United Traction Company started out its first car shortly after 10 o'clock this morning. When the doors of the car barn opened the motorman on the front of the car was faced by over 2,000 men, women and children. A frightful roar went up, "Scabs, scabs," but the motorman turned the switch and the car slowly moved out towards the main track. Two policemen mounted on the platform by the motorman and two others took positions on the rear platform. Then the mounted and foot police drove back the crowd, and amid jeers and hoots the car moved along the downtown route. At every street corner there were special and regular policemen. There were no pay passengers on the car, and all the windows had been removed.

One half hour after the first car left, the barn doors opened once more, and a second motorman faced the crowd which was now in perfect frenzy. This time the police could not control the mob. With a rush they boarded the car. The dense crowd pushed the men in front forward until they were on the platform. The motorman was struck several times on the head, until bleeding and senseless he relinquished his grasp of the handles. On the platform two men pulled the trolley pole down and bent it until it broke. The car had obtained some momentum, and striking the switch went off into the gutter. The police could do nothing with the crowd, and they checked the car. Finally when they found they had accomplished their purpose they withdrew with cheers. The police arrested four of them.

The car which got safely out of the barn for the first trip made several trips up and down town, not carrying any passengers. It was hooted at but no violence occurred.

Nearly a dozen of the non-union men the company brought from out of town deserted after the attack on the second car. The indications are that if the company persists in running the cars the guard will have to be called out.

No Further Trouble.

Albany, N. Y., May 15.—Three o'clock to-day came without any further trouble occurring amongst the strikers or any more attempts being made on the part of the United Traction Company to either repair the lines or run cars. The entire second regiment, including 1,000 men from Troy, Cohoes, Hoosick Falls, Schenectady and Saratoga have been ordered to report in this city this afternoon. This will make the total military strength about 2,200.

Official Statement.

Albany, N. Y., May 15.—The following statement on the situation was given out this noon by W. Nelson, international president of the Amalgamated Association of Street Railway Employees of America:

"Chairman Dillworth and myself have considered the situation and do not see anything to be gained by remaining longer in the city of Albany at this time. We came here to take up the matter in the interest of our people, and, if possible, to bring about an adjustment of the same. Owing to bitterness growing out of the present dispute there is no present prospect of bringing the contending forces together. Being charged with the completion of the work of our international convention, which is to modify the amended instruction and publish the proceedings of the convention, we therefore decided to take up that work and leave the matters here to the committees of the two local organizations until such a time as they deem our presence will be of assistance to them. There have been many unfounded rumors set afloat to the effect that our international executive board had proposed to bring the strike to a halt here, and I again take this opportunity of denying these rumors, and to say that the men here will have the support of our fellow workers in accordance with its constitution and laws."

More Troops for Albany.

New York, May 15.—Another detachment, consisting of 225 men of the 23rd regiment, Brooklyn, left their army to-day for Albany. This will make in all 635 men of the 23rd regiment already on duty.

Under Orders.

Troy, N. Y., May 15.—The situation with reference to the street car strike here is unchanged to-day, and the city is quiet. Under orders from headquarters the three Troy companies of the second regiment are now assembling at the Oneonta army here. Three companies have been ordered to leave for Albany at 2 p. m.

Asks For More Ships

Russian Admiral Requests Two Battleships and Four Cruisers for Chinese Waters.

Fears There May Be Serious Trouble—United States Soldiers in China.

London, May 14.—"It is asserted here," says the St. Petersburg correspondent of the Daily Telegraph, "that at the request of Admiral Alexieff, the Russian government is sending two more battleships and four cruisers to reinforce the Russian fleet in Chinese waters, in anticipation of serious troubles."

The foreign office has issued a Chinese blue book bringing up the negotiations to December. The cable mistake by which Mr. Conder was instructed to others took positions on the rear platform is in a position to afford the fullest protection.

A strong effort was made during the night to bring about a conference, but it failed, and at this time the breach is as wide as ever.

The establishment of the military patrol began shortly before midnight, when three companies of the tenth battalion were quietly and quickly dispatched from the Washington avenue armory. One company was ordered to the traction power house, another to the upper town barn and the third to the Northern barn.

Chinese Reply.

Berlin, May 14.—A dispatch received here from Peking says the note of the Chinese peace plenipotentiaries, accepting the amount of indemnity demanded by the powers, proposes to pay the first of the thirty annual instalments of 15,000,000 taels in July, 1902.

PRESIDENT MCKINLEY

Will Probably Remain in San Francisco Until His Wife Recovers.

San Francisco, Cal., May 15.—President McKinley is scheduled to leave San Francisco on Monday next. It is not unlikely, however, that he may remain some weeks, until Mrs. McKinley is fully recovered from her illness. Dr. Rixey desires she be not disturbed. It is said that the President will not go East until his wife is able to accompany him.

Report of the Wreck of Steamer City of Paducah Has Been Confirmed.

City of Paducah Sunk in Three Minutes—Severa. Persons Saved in the Boats.

St. Louis, May 14.—The first authentic information concerning the wreck of the steamer City of Paducah, of the St. Louis & Tennessee River Packet Co., which occurred at Brunkhorst Landing, Mo., on Sunday night, was obtained on the arrival of the steamer City of Clifton, at this port early to-day.

Fifteen persons lost their lives in the catastrophe, six whites and nine blacks.

The City of Paducah stopped at Brunkhorst Landing at 8:30 on Sunday night and took on a load of corn. When in the act of backing away from the wharf the boat swung around and struck the bank heavily with her stern. A snag imbedded in the bank tore an enormous hole in the hull, through which the water rushed. She began to settle, and at the end of three minutes nothing but the roof, Texas deck and pilot house remained above the surface.

FATHER AND SON COMMIT SUICIDE—THE BOY HAD BEEN REPRIMANDED.

Tacoma, Wash., May 15.—A special from Everett says: "John Fay, employed by the Seattle Bridge company at Laconer, Wash., reprimanded his 15-year-old boy for some trivial offence. This wounded the boy's feelings so deeply that he stole out of the room secured a gun and shot himself in the head. Hearing the report, the father hastened to the scene, and seeing his son writhing in the agony of death, he picked up the weapon and blew his own brains out."

RACE AROUND THE WORLD.

New York, May 15.—An interesting race around the world has been arranged by two French newspapers, the *Matin* and *Journal*. The representative of *Matin* will go around the world by way of St. Petersburg across Siberia by Vladivostok, Japan and New York. The *Journal* man will make the trip in the opposite direction and will reach New York about May 31st. It is expected that the journey will be completed within 59 days.

FIRE ON A STEAMER.

Evansville, Ind., May 15.—Four men were killed during the night in a fire which destroyed the steamer *Owboro* at Calhoun, Ky. A fire broke out aboard the boat shortly after midnight. In a short time it burned to the water's edge. Captain Eastman and Engineer Robinson barely had time to escape. The loss on the boat is \$8,000.

WOUNDED IN RIOTS.

Seville, Spain, May 14.—A mob of strikers here, while attempting to force a number of workmen to leave their tasks to-day, came in conflict with the gendarmes. Many were wounded and 70 arrests were made. The strike movement is spreading.

Disturbances in Russia.

Authorities Say They Will Adopt Stern Methods to Quell Disorders.

St. Petersburg, April 29.—Factory and mine operatives are occasioning serious alarm. The authorities declare they will not shrink from extreme measure in putting down the disturbances, and would command the troops to use their weapons and shoot if needed.

Benefits of The War

It Has Dispelled the Mistaken Notion That Britain's Star Had Set.

Still One of the Most Formidable Enemies That Might Be Encountered.

(Associated Press.)

London, May 14.—Prime Minister Salisbury, who has just returned from France, made a speech in London last night in which he reviewed the benefits which he believed had resulted from the war in Africa, despite the lamentable sacrifices England had been called upon to make.

One of the greatest benefits, he said, was that the display of latent powers of the empire had dissipated the notion which had spread throughout the world that Great Britain's star had set, that she would never fight again, and that any adversary only needed to press hard and boldly enough to compel her to yield. Now it was seen that she could copy the brilliant examples of the past. The empire was undoubtedly safer and the cause of peace more secure. There was now no power in the world but knew that if it defied the might of Britain it would defy one of the most formidable enemies that might possibly be encountered.

Another benefit that the war had revealed was the existence for a long time of a conspiracy to oust the British from South Africa, which, if it had not been encountered and grown more dangerous. The British had thereby been taught a lesson regarding Home Rule for Ireland. When they had fought in the past against Irish Home Rule, they had not realized what sort of a fight could be maintained by a hostile government against its suzerain, no matter how overwhelming the power of the suzerain. If the Home Rule bill of 1893 had been passed and an Irish government established at Dublin, it was not very extravagant to assume, in view of the exhibitions in the House of Commons and elsewhere, that it would have been a matter of time before the British position in Ireland had not only met the South African republics, but concurrently a hostile Ireland? There were good reasons, therefore, for resisting Home Rule, but since the South African experiences had taught the power and capacity of modern instruments of war, his hearers in having the bridge repaired immediately. To this end two thousand marched to the factories in the city proper and demanded that the employees come out. They were highly successful, and by noon 6,000 men had been withdrawn from the factories. Cigar manufacturers, it is stated, will lose many thousands of dollars on the tobacco already prepared for the day's work.

Mysterious Disappearance.

Steward Who Found Missing Gold Cannot Be Found.

London, May 14.—A dispatch to the Daily Mail from Bremerhaven says that the steward of the steamer *Kaiser Wilhelm der Grosse*, who discovered the gold that was alleged recently to have been stolen from the strong room of a vessel, vanished at noon last Friday. His disappearance is unaccountable. He was to have been married on the day he disappeared.

Fifteen Lives Lost

Report of the Wreck of Steamer City of Paducah Has Been Confirmed.

City of Paducah Sunk in Three Minutes—Severa. Persons Saved in the Boats.

The impact with the hidden snag, accompanied as it was by the noise caused by the shifting of the cargo, warned the passengers. The officers acted with coolness, and as the boat settled, helped the passengers to the cabin floor, from which the boats were launched. The passengers lost all their belongings, and had to be supplied with clothing by those on shore.

The City of Paducah lies in about 30 feet of water, and the loss will be total. She was valued at \$16,000.

SAD TRAGEDY.

Father and Son Commit Suicide—The Boy Had Been Reprimanded.

RACE AROUND THE WORLD.

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THE RAILWAY PROGRAMME.

The Times spoke for neither Liberal representatives nor Liberal Senators in dealing with the railway construction programme of the local government. It has not the least idea as to what will be done in the matter by the Federal government. We do know, however, that any advice given the ministers by the British Columbia representatives of the people is quite as likely to be disinterested and for the good of the province as a whole as the counsels of the Dunsmuir government. All these things we may assure the Colonist Sir Wilfrid Laurier knows.

We are all desirous of seeing the province opened up by railways. We should be delighted to see the Cape Scott road built and the lands opened to settlers and miners to the northern extremity of Vancouver Island. And the same observation applies to all other schemes of development. But we have pointed out some facts which are likely to impress people looking at the matter from a disinterested distance. Relative to his interests, possibly Mr. Dunsmuir would not receive any more benefit from the continuation of the E. & N. Railway to its legitimate terminal point than the average resident of Vancouver Island, but practically because of his immense landed interests on the Island he would be the chief gainer. Then there is the further fact, which has permeated the understanding of all but those whose perceptivity has been dulled by their environment, that there seems to be an understanding between the head of the British Columbia government, the leader of the opposition and a certain railway corporation that as far as possible the province shall be maintained as a preserve for their exploitation. The people are saying these things, and it is just as well that those immediately concerned should know it. The protest that there is no such thing as railway competition is taken to have prepared the way for substantial evidence confirmatory of the popular diagnosis of the case.

As our esteemed contemporary has chosen to read a meaning into our remarks pointing out the absurdity of some of the proposals of the Dunsmuir government that they cannot possibly be made to convey, perhaps it is just as well that it and its proprietor should know "what the people are saying," although in the case of our contemporary it is hardly necessary, as it knows all about it already.

No doubt the C. P. R. and the government are convinced that they are working in the interests of the people. The Premier as much as intimated in the House that it was necessary to save the proletariat from themselves. So much in this world depends upon the point of view. It is said that when man arrives at an age when the lessons of experience have fitted him to five, he passes away. We do not profit sufficiently from the lessons of history. No doubt the C. P. R. and its friends think they are in the country for the country's good. But the unreasonable head has got into their eyes and they see an eye must be kept upon them, and a check also where possible. The experience of other provinces should be our guide and mentor in times like these. In Ontario, where it has active competition from the G. T. R. and American lines, the great Canadian railway is a popular institution. In Manitoba and the Northwest Territories, where they started off with unjust privileges and has striven to stick to them, the reverse is the case. It has tried to cover that country with charters of its own from centre to circumference as with a blanket, as it is endeavoring to do in British Columbia at present, and the people resent its action. In a recent debate in Parliament the members from the Northwest expressed their sentiments very emphatically, and as it is possible that their case may be ours unless the government mends its ways, they are worthy the most serious consideration of the people of British Columbia.

Upon the motion for the third reading of the bill respecting the Canadian Pacific Railway Company, Mr. Walter Scott, in accordance with previous notice, moved the six months' hoist. He said that a very much larger question was involved than appeared upon the surface, and one which was closely related to the whole question of providing railway communication in the newer parts of Canada. The question was whether railway corporations which had assumed obligations and responsibilities towards the community should be allowed to assume new obligations before they had proved themselves capable of fulfilling obligations already entered into. The C. P. R. had for four years past been under obligation to give railway communication to the large district north of the Qu'Appelle Valley, but so far had failed to discharge it. He denied that he had any other object than to obtain on the part of railway corporations the observation of their pledges. The company were continually coming before Parliament asking for extensions of time. The company had come before Parliament at this session and they knew their inability to discharge their obligations to Parliament and to the people in regard to building the road in the Qu'Appelle district, which they had some years ago undertaken to construct, and had effected a compromise by which they were granted an extension of time. Having succeeded in making the compromise, the company now come before Parliament and ask for a charter to build 100 miles of railway from Toulon to Sifton's Landing, through another district in which there is no settlement at all, thus showing that financially they were quite able to build the short section of railway needed in the Qu'Appelle district. The company were continually ob-

taining charters covering large districts in the Northwest. They build a few miles of road to keep out other railways, and then come back to Parliament asking for an extension of time, and members of Parliament were told that unless the extension was granted the interests of the company would be sacrificed. In reference to the bill under discussion Mr. Scott contended that not a single tittle of evidence had been adduced to show there was any need of a railway to Sifton's Landing, or that there were any people in the district who desired the road. The sole object of the C. P. R. in asking for the charter was to get into the Dauphin country, which was already served by the Mackenzie & Mann Railway. Mr. Scott complained that the bill had been pushed through the railway committee in the absence of the members from the Northwest, who attended at the usual hour, in ignorance of the fact that the committee had been called half an hour earlier.

Mr. T. O. Davis said the people of the West had been forced to come to the conclusion that the C. P. R. asked for charters in the Northwest not to build the roads, but to keep other railways out. It quoted from the statutes which show that many years ago the C. P. R. obtained a charter to construct a railway to the Icelandic settlements at Gimli and Arnes, but had never done so. They proposed now to turn the same route into a branch off in another direction through a country where there is no person living, and he contended it was quite reasonable to say: "No, we cannot give you a charter for a new railway until you carry out your obligations to construct railways in the Qu'Appelle Valley." The Minister of Railways has offered an amendment in the railway committee asking that the company should construct the railway to the Icelandic settlements, but Mr. Davis urged that the company should be compelled also to build 60 miles in the Qu'Appelle Valley before they obtained this charter. The government has set a precedent for such a suggestion as set by the provisions made for the protection of the public interest in connection with the Crow's Nest Southern Company, and the request which was advanced by the Western members was not, he thought, an unreasonable one.

Mr. Puttee (Winnipeg) held that the facts justified the position taken by the Western members in opposition to the indiscriminate granting of charters to railway companies. Parliament was largely responsible for the dissatisfaction which existed, and which was caused by the fact that these charters had been granted, and were made use of as an inducement to settlers to locate in the district. For this reason he was prepared to support a general law preventing the granting of additional charters to a company which did not carry out their obligations.

Mr. Oliver (Alberta) contended that the people of the Northwest were justified in demanding protection against blanket charters being granted to any railway company in order to keep other companies out. The land grant of 250,000 acres given to the C. P. R. was taken from the Northwest Territories; the cost of the prairie section of the C. P. R. was certainly not \$20,000 per mile; therefore the Dominion, he argued, was indebted to the C. P. R. for the land which it took from the people of the Northwest Territories to pay for the sections of the C. P. R. in British Columbia and Ontario. The C. P. R. had been constructed for the benefit of Manitoba and the Northwest Territories, was it, he asked, that the people of Manitoba were mortgaging their province for \$17,000,000 in order to get the C. P. R. It was right that the people should know that from 1886 up to 1900 some 700,000 acres of land were tied up as a land grant to the Northwestern Central Railway Company for the road which the members from the Northwest Territories demanded should be constructed before the C. P. R. got another charter. It was to the credit of the government, however, that the grant for the section which had actually been constructed had been reduced to the company last year, and the remainder of the grant cancelled as having lapsed.

BETTER TERMS.

The Colonists is in a somewhat acerbic mood these days. It is displeased because the Dominion government has seen fit to do justice to Prince Edward Island and has not hastened to comply with the demands of the Dominian government. Our contemporary should not try to off the handle so. It should wait and see what is in store for its proprietor or patron, or whatever he may be. What we desire to do is to call its attention to the fact that all that was obtained by the island province in the East was the result of the efforts of the representatives of Prince Edward Island in the House of Commons. They pointed out that the terms of the Confederation Act of 1873 had not been properly carried out as long as a Conservative government was in power. The service which was guaranteed was alleged to have been dropped for weeks, if not for months, at a time. It is only within the last few years that the ferry has been up to the requirements of the situation. The result was serious injury to business and a depression which had a very detrimental effect upon the prospects of the island and caused an exodus of the population. If the facts are as represented—and they must be or the government would not have entertained the case at all—then surely there is cause for compensation. Our contemporary is right in thinking there must be some other explanation for the grant than the number of representatives the province sends to the House. It has it above, and we must confess our astonishment that a paper which is usually so well informed on the affairs of the Dominion is not conversant with these facts. Prince Edward Island has obtained justice, and if British Columbia has not had her rights in the past she will obtain them now. But they will be obtained through our legitimate representatives at Ottawa, and may not be satisfied with the Qu'Appelle district of British Columbia. As regards every

province of the Dominion, now that our contemporary has raised the issue, the relations with the Federal government are on a much more satisfactory footing than they were in the days when its friends were in power. Let the Colonist compare the expenditures in British Columbia with what they were in the days when the funds which should have been devoted to development were lavished upon political favorites and make a note of the difference.

NEWFOUNDLAND AND CANADA.

The Premier of Newfoundland is desirous that the veto Canada has seen fit to impose on the treaty which the island government made with the United States shall be removed. Probably the majority of the people of Canada will sympathize with the Newfoundlanders in their request. If the government of this country succeeded in negotiating a treaty with the United States or any other nation which was equal to be for general advantage none of us would relish the interference of a third party to prevent the consummation of the scheme to which we had devoted a great deal of time, thought and money. The people of Newfoundland depend almost entirely upon a bounteous ocean for a livelihood. The greater the harvest the more necessary it becomes for them to find a remunerative market. In the United States they find there is a great demand for their goods and to the United States they desire to be allowed to go without restriction. The Maritime Provinces of Canada are abundantly able to supply all the demands for fish food at home, leaving a very large surplus for export to the United States also. Therefore it is that the government of Canada thinks that our people should be partners of all the benefits which Newfoundlanders enjoy and that no treaty should be entered into which would be prejudicial to the interests of the people of this country. So that the Canadian ministers are not exceeding their duties in safeguarding as far as possible the welfare of those who look to them for protection and the First Minister of Newfoundland is justified in doing all in his power to relieve the deadlock.

These proceedings, we take it, are accountable to some extent for the feelings with which Newfoundlanders regard Canadians. It has been said that Sir Wilfrid Laurier is opposed to annexation. There is no truth whatever in such reports. In the present temper of the people of the island he may think the so-called rounding off of confederation would be unwise. And it would be. We want no unwilling partners in our confederation partnership at the present day, whatever the views of the original Fathers of Confederation may have been. There are problems of sufficient difficulty to solve as matters stand at present. When the French question has been permanently settled by the parent state, then the time will be ripe for the consideration of the rounding-off business.

OUR FUTURE.

Every man whose experience and observation of British Columbia, Canada and the world generally entitle his opinions to be received with respect thinks there are great and prosperous times before this province and that those times are not too remote for the people of the present generation to be partakers of their benefits. Statements of the nature of the foregoing have been made so often that in some quarters they have come to be regarded as platitudes, but the facts are all on the side of the sanguine. The era of advancement has already commenced. Population is pouring into the country from Winnipeg to the Pacific coast, and with every fresh revelation of the riches of British Columbia the stream will swell to greater proportions. Hitherto the human inflow has been greatest in the interior of the province because there the reputation for opulence was first established. The day of the coast sections has now dawned also. Mount Sicker and Alberni and Texada Island all have been heard from and are entering upon the dividend stage, which is the attractive period for capital. The general effect of the mining industry upon the trade and business of the country generally is splendidly illustrated by the case of the Mount Sicker mines. Health and vigor have taken the place of stagnation and lassitude along the line of the E. & N. railway, and a spirit of hopefulness prevails. So it will be in all parts of the province as the work of development proceeds. The zones of activity will enlarge and spread until they cover not only our own territory but extend far beyond its confines and practically all of Canada will be an active partaker in our prosperity. The day appears to have at last arrived when British Columbia's sea of mountains can be estimated at its true value. The truth is that we possess the most symmetrical province in the Dominion. All the others are "specialists," more or less. That is, they are specially endowed for successfully engaging in certain pursuits. In all, we believe, farming is the chief industry, which creates an abundance and to spare in that one line and renders it necessary to cultivate markets across the seas. Here Nature has apportioned her gifts more judiciously and established a proper equilibrium. Our farmers will have difficulty in feeding the multitudes which in the course of time will be swarming upon the hill-sides, not to mention the employees of the great factories that will surely be

built to take advantage of our unrivalled water powers. We shall produce enormous quantities of fruit to satisfy the demands of our neighbors on the prairies and in the no less rigorous north. Nearly the sea yields generously of its increase. Viewing the prospects in a common-sense light, is there anything that we should care to add to our heritage? We are what has been termed for the accident and that is the heart of man can desire. Treasure beyond computation in our mountains, harvests in the valleys and in the waters which wash our shores, game of all kinds, finny, feathered and fleet of foot (if we have the good sense to preserve them), and a climate which could not have been better suited to the sons of freedom if it had been made to order. All that remains for us to do is to guard our heritage from the grasp of the monopolist and the "grater." Too much of it has already passed from us and passed under the control of those who would not be satisfied if they possessed the earth and had a mortgage upon the fulness thereof.

The Colonist this morning had some timely remarks on bridges and bridge building. Doubtless we shall manage to settle this matter without the assistance of the provincial government. For some mysterious reason which will doubtless appear in time the city has apparently incurred the enmity of some of the ministers and their supporters on whose part it would be natural to expect good will. For instance, Mr. Hunter vigorously combated the idea of Victoria receiving assistance towards the construction of a bridge at Point Elliot. He said the city was entirely responsible for the accident and that it alone should bear the cost. Was Mr. Hunter in the House at the time the right was given to the tramway company to run its cars over the bridge, and did he as an engineer go and examine it for the purpose of ascertaining whether it was capable of carrying the load it was proposed to put upon it? Again, is the city under obligations to build and maintain bridges which are of little utility except for the business of the car company? From the remarks of our contemporary it appears to assume that such is the case. If by the railway bridge company there is an avenue of communication with our important sections and suburbs to the west, but the public simply could not afford to submit to the possibility of its highways being blocked at any time at the whim of a private corporation. As we remarked at the time of the first snub by the government and the legislature, bridge to be independent and build our own bridge in the place which suits us best.

The people of the neighboring states are clothed in sackcloth to-day. A projected visit of the president has been cancelled and there is a tremendous amount of pent-up energy intended to be let off in oratory and fireworks which will either have to find an outlet in some other manner or cause a great social explosion. We invite our friends over to let themselves loose on the 24th of May or on the occasion of the visit of the Duke and Duchess of York and Cornwall. They will find the Duke just as affable a man as the president and much better looking and the Duchess more gracious and pleasing manners. If they do not take advantage of this opportunity they may live to regret it. Our neighbors are too prone to regard everything not of the United States with contempt. A little journeying abroad would do them all good. They might find Canadians quite as sturdy and independent and self-respecting as they are themselves—perhaps a trifle more so in some respects.

We entirely agree with the views of the magistrates who are "hearing the particulars" in the case of Cox v. Macdonnell. In the interests of Victoria the inquiry cannot be too sweeping, and it is pleasing to learn that there is no trained legal mind on the bench of the court to interpose objections to the bringing out of all the facts. We trust we are not in contempt in making these observations. We merely desire to make it clear that we have no sympathy whatever with the views expressed by our correspondent.

PATERNAL LOGIC.

Father—"You may as well give up thinking about that young Hardens. He does not love you."
Daughter—"How do you know, papa?"
Father—"I met him at the club last night, and he refused to lend me five pounds."



"Stuck on his Fence"
If you use Page Fence you will like it, but will not be stuck like the gentleman in the picture. The Page Fence is woven in our own factory, from coiled wire made by ourselves, and is as strong as the best other fences. Get this year's prices, they are lower than last year.
THE PAGE WIRE FENCE CO. (Ltd.)
WALKERVILLE, ONT.
D. Ross, Box 953, Winnipeg, General Agent.
Fence in Stock.

DOAN'S BACKACHES ARE BEING CURED
GUARANTEE TO CURE
by Doan's Pills. When you get a backache it means that the kidneys are weak and should be attended to. If you do not attend to them they may cause you years of misery by producing Urinary Troubles, Rheumatism, Bright's Disease, Diabetes, Dropsy, etc.
The following statements prove positively that Doan's Pills will cure backache:
Mrs. H. HINSCHEFF, Wingham, Ont., writes: I was troubled with a terrible backache for some time, but after taking two boxes of Doan's Pills I am completely cured.
Mr. H. JOHNSTON, London, Ont., writes: I have used Doan's Pills for my kidneys, and find them a quick and sure relief for pains in the small of the back and urinary troubles.
Mr. HENRY ELLIS, Parry Sound, Ont., writes: I believe Doan's Pills to be an excellent remedy for the kidneys. I was troubled with backache, but one box of the pills effected a cure, and I can recommend them very highly to others.
ELLA E. VAN TASSEL, Tiverton, N.S., writes: I was troubled with a lame back, until I procured a box of Doan's Pills. The one box cured me and I have not been bothered since.
Mrs. A. SMITH, Montreal, Que., writes: I was afflicted with backache, headaches and urinary troubles, but since using two boxes of Doan's Pills I can quite and sure relief for pains in the small of the back and urinary troubles.
Mr. CHESTER BISBEE, Devises, Ont., writes: I was greatly troubled with backache, so procured a box of Doan's Pills, and after using them, and cured me. I would advise any person who is troubled with backache to give them a trial. I am sure they will do them good.
CURE ALL DOAN KIDNEY PILL CO., PROPRIETORS, TORONTO, ONT. KIDNEY ILLS.

Story of Cannibalism

The Terrible Doings of Sailors on British Bark When Driven to Desperation.

Part of Crew of the Vessel Reach Singapore, Where Enquiry Is Held.

A horrible story of shipwreck, suffering, murder and cannibalism on the high seas has been brought to Singapore by two derelict sailors who arrived there in a junk from the island of Soubi, in the south Natuna group, off the northeast coast of Sarawak. The story is republished in the Koho Herald, a copy of which paper was received by R. M. S. Empress of India yesterday. The wretched men—Johansen, a Swede, and a Spaniard named Marticoena—are, so far as is known, the sole survivors of the British bark Angola, which left Cavite in the Philippines for Singapore in October last, with a ship's company of nineteen hands all told. They were wrecked on a reef one night about a week later, and as the boats were smashed, the crew had to take to two rafts made out of wreckage. Of the smaller of these rafts nothing further is known. The two survivors and nine other men, whose experiences are given below, were on the larger one. The unfortunate mariners were for forty-two days exposed to every torture of the shipwrecked, and the natural results followed. A Frenchman was the first of the poor wretches to go mad, and he slew the first mate with a hatchet, drank his blood and ate his brains. The other men then killed the Frenchman, and drank his blood and ate his flesh. Then by degrees, as they drifted, day after day, and under the glaring equatorial sun, the wretched survivors died off one by one, and were cast out to the sharks that followed their frail craft. Eventually only the two above named were left, and they drifted ashore on Soubi Island, where they were fed on coconuts, mangoes and fish by the natives, and were thus kept alive until they were picked up by the native junk which brought them back to civilization now.

BRIEF DISPATCHES.

According to present plans J. P. Morgan will not return to America just now. Mr. Elliott, one of the most prominent men of Chesley, Ont., is dead from grippe. He was formerly a miller and banker.
W. R. Beatty, M. P. P. for Parry Sound, intends to retire from the Ontario legislature at the end of the present parliament.
Damages to the sum of \$2,000 were awarded the Earl of Yarmouth, known as Erik Hope, in a libel suit brought by him against a New York newspaper. The representatives of the machinery and allied metal trades national and international unions have decided that there should be a strike on May 29th in shops refusing to grant the desired concessions.
Plans have been drawn up officially of the Chicago, Burlington & Quincy railroads and yard to cover eight blocks in North St. Louis, at an estimated cost of \$1,000,000.
Walkerville Match company's plant and premises were totally destroyed by fire at an early hour this morning. The loss is estimated between \$100,000 and \$115,000, insurance about \$80,000. The origin of the fire is unknown.
The annual meeting of the stockholders of the General Electric company was held at Toronto on Tuesday, 14th, yesterday. All the directors were re-elected except Thomas Edison, in whose stead Frederick P. Fish has been chosen.
Winfield N. Satterly, one of the most widely known business men in the West and a prominent club man, was stricken with apoplexy on a cable car in Chicago on Monday night, and died shortly afterwards at the hospital.
The jury at Topeka, Kansas, in the case of Mrs. Corrie Jackson, charged with "joint" smashing, last evening returned a verdict of guilty. Sentence will be pronounced to-day. It is generally believed that the woman will be released on the payment of a fine and costs of \$1,000.
The unlawful cohabitation case against Brigham Roberts was stricken from the docket of the State Supreme court at Salt Lake, Utah, on Monday, the point being raised that the indictment was defective. It is probable that this will be the end of the case.
Delegates to the number of 150 from points in the United States and Canada, were present yesterday at the convention of the National Association of Restaurant and Hotel Employees, and the International Bartenders' League, which met at St. Louis, Mo.
The London Daily Mail publishes the following dispatch from Geneva: "Owing to the fact that the German coal merchants are raising prices, the Swiss railways and manufacturers have accepted an offer of the Rockefeller Coal Company to supply coal at the price at which the German coal is sold."
At Portage la Prairie yesterday, G. Spaulding, who pleaded guilty some time ago on a charge of absconding with funds from the Merchants bank at Gladstone, was sentenced to three months in jail. He was committed for a term of six months, dating from April 20th, the time when he came to the jail.
A large deputation of clergymen and laymen from many points in Ontario waited on Premier Ross and members of the Ontario government yesterday and pressed for action restraining Sunday excursions contemplated in the province during the coming summer. The Premier replied that he did not quite know how far the government had powers in this direction, but if it were ascertained that they possessed authority, the government would at once put it into operation.

A PEERLESS SPRING HEALTH BUILDER.

Paine's Celery Compound

Whenever men and women work, strive and battle with life's duties and responsibilities, Paine's Celery Compound is regarded as a true friend and helper. In shop, office, factory, and among the weary wives and mothers who bear the burden of domestic work, Paine's Celery Compound is prolonging life by strengthening every bodily function and driving out disease.
Paine's Celery Compound is a peerless Spring medicine in all cases of enfeebled nerves, foul blood, kidney disease, rheumatism, neuralgia and dizziness. The virtues of the great medicine sublime and Danish the most obstinate case of disease.
Mr. R. W. Daniels, Lawrenceport, N. S., writes thus: "I feel constrained, for the benefit of suffering humanity, to add my testimony to the wonderful effects of your Paine's Celery Compound. I was induced to try your compound through its wonderful effects upon a Mr. Parks. I had previously used a vast quantity of patent and doctors' medicines, only to find myself growing weaker. After using your Paine's Celery Compound, to the number of five bottles, I gained forty-three and a half pounds, and I am able to work hard all day as a mason with comfort to myself. I feel like a new man, which condition I owe to the blessing of God and your Paine's Celery Compound."

Macdonnell In the B

John Cox, Recalled, Given Version of the Consultation With Defendant.

His Evidence Flatly Denied the Chief Witness For the Defence.

(From Tuesday's Daily.)
The preliminary hearing in the case against D. G. Macdonnell is completed. Last night John Cox was recalled and gave evidence which flatly contradicted by the defendant when he entered the witness box.

Upon resuming the case last night Mills asked that the evidence of Cox be read in the presence of John Cox. He believed that Miss Cox was in the case could not be excluded, but that the Supreme court of this province had sustained this contention. The prosecutor and accused and their counsels the only ones who could not be excluded from the room.

Mr. Mills stated that he intended to recall Cox. Mr. Duff objected to the evidence being read in his presence. Mr. Mills stated that he was in order in recalling him, as the defendants had putters which required to be contradicted by Cox.

Mr. Duff said that the content of the evidence which had been put in was explained by the fact that he had denied every signature of his son, and that he found it a waste of time to submit further letters to be denied.

Mr. Mills said that inasmuch as Duff had a right to take this step of contradicting them.

The court allowed Cox to be recalled warning that he should be given upon the new matter alone.

The letter dated January 2nd, from Macdonnell to Fullerton, was seen by Mr. Mills. Mr. Cox resumed going to see Macdonnell in Vancouver North St. Louis, at an estimated cost of \$1,000,000.
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submitted to conference was not a single note of dissent. In the case which called for regret on the part of the conference was the fact that the Rev. Mr. Baer had agreed a year and a half ago to have laid against this able minister, as Mr. Baer had promised to explain to all who would listen to him that it was his choice but from grave doubts he had used the proscribed words. It is regrettable that he should require him to smoke having to suffer in the hands of those whose words on the subject would not be the use of tobacco could ever be more than an objectionable habit. Facts having been brought to the attention of the conference expressed to the Rev. Mr. Baer the case was thus terminated.

Standard For Teachers

The Trustees Discuss Question of Qualifications Required For Principals of Schools.

Revision of the Regulations of the Board Being Considered By Them.

The school trustees met last night and took up the question of amending the regulations. The section of these regulations which calls for the greatest discussion is that dealing with teachers' qualifications and their salaries. Superintendent Eaton submitted to the trustees some days ago a number of amendments to the regulations which form a groundwork for discussion by the members of the board.

The subject which occupied their attention particularly last night was that dealing with the qualification of principals. The trustees showed a disposition to raise the academic standard for principals, but at the same time did not propose to interfere if possible with the present principals.

The communication from R. Jamieson, of the Victoria trustees, stated that Mr. Scott-Thompson would not arrive until 3 o'clock in the afternoon, so that the necessity for closing the schools early would be avoided. The letter was received by the board this morning.

The board then took up the consideration of the regulations as affected by the clauses of the new School Act. The act provides that the board of school trustees may from time to time make such by-laws as they see fit upon submitting them to the council of public instruction.

The board went into committee of the whole to consider the regulations, with the exception of section 9, which provides for the holding of public meetings. It was decided to make it possible for a meeting to be called upon the requisition of two members of the board, instead of four, as provided in the present regulations.

In section 2, regulating meetings, it was decided to make it possible for a meeting to be called upon the requisition of two members of the board, instead of four, as provided in the present regulations.

The board then adjourned the discussion for the present of section 3, rules of order; section 4, duties of secretary; section 5, duties of the city principals; section 6, duties of the school principals; section 7, duties of assistant teachers, and section 8, organization and conduct of schools.

The superintendent submitted the following dealing with teachers' salaries, as a substitution for section 9 of the old regulations.

1. No one shall be appointed a teacher in the public schools who does not hold either an academic certificate, a first class certificate or a second class certificate with Normal school diploma.

2. The salaries of teachers under regular appointment as assistants in the graded schools shall be determined within the following limits:

Teachers holding second class certificates shall receive not less than \$480, nor more than \$600 a year.

Teachers holding first class certificates shall receive not less than \$600, nor more than \$750 a year.

Trustee Mr. Grant was opposed to the change as contained in the suggested regulation, and also to the amendment. The ability of a teacher did not depend upon his attainments in languages. In preparing to take an academic certificate the schools would suffer, as the teachers' attention would be taken up with their study.

Argument To-Night

Counsel in the Macdonnell Case Will Put on Finishing Touches.

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It is altogether probable that the preliminary hearing of the Macdonnell case will be concluded to-night with addresses by counsel. Both the latter had a loose rein last night, which was responsible for a prolongation of the proceedings until 11.15 p.m. On several occasions Mr. Justice of the Peace Pearson sternly reprimanded them, but the joll was only temporary, and at times the proceedings degenerated into an inquisition and counter inquisition between counsel with an oral examination on legal technicalities thrown in. This somewhat bored the spectators, who gradually disappeared, until only a faithful few remained, when an adjournment was taken.

The cross-examination of Mr. Macdonnell by Mr. Mills was resumed, and the witness had to run a gauntlet of questions of the most searching character. Upon taking the stand he stated he was born in Doran last in July of 1899 at Morrisburg, Ontario, on his return from England. He repaid the money he had borrowed from the bank on that day, with one \$1,000 and two \$100 bills. He thought he obtained a receipt, which would probably be among his papers in Vancouver.

Trustee Drury thought that a Normal training was far more essential than academic scholarships. While the latter did not do much good, the former was a necessary part of the education of a teacher. He would give them time to come up to the standard, and insist upon their doing so. He had no personal feeling against the principals. No teacher has any vested right in the schools of this city. His amendment provided for experience as an essential part. There was also a sufficient time given for the consideration of the regulations, and the board was not a question of dismissing them, but giving them a chance to come up to the standard of their assistant teachers.

The bonus of \$1,500 had not yet been paid—he was liable to Mr. Doran for it. Before he went to England Mr. Blake insisted on being paid his fee in advance. Witness explained this circumstance to Steve O'Brien, of Vancouver, who was willing to advance the amount. Witness instructed S. D. Blake, Ed. Blake's son, to draw on Mr. O'Brien for the \$1,500.

The latter, however, refused to accept the draft, so witness, while en route to England, borrowed the amount from Jno. Doran, an old friend of his. When he went to London he explained to Mr. Blake that he had the money in his possession, but might require it if the case was prolonged, and Mr. Blake accepting this into consideration agreed not to disturb the equanimity of the witness, who was nothing if not phlegmatic.

In reply to questions, witness said he did not tell Cox that he had charged Mr. Lang \$300 for his services, but that the cause the latter's test did not refer to it, and the costs in Mrs. Lang's case had not been taxed.

He did not use the money, however, and repaid Mr. Doran by appointment when he returned.

The item of \$1,500 in the bill for bonus fees was in a way correct and incorrect. Pressed by Mr. Mills, he admitted that he did not pay the bonus in March 15th. This matter will have to be straightened by taxation.

He thought he paid S. D. Blake's solicitor's fees of \$750.

"Don't you know?" queried Mr. Mills. Answer—"I paid Mr. Blake's fees as far as I can recall. I think that's the amount."

Witness was also questioned closely regarding the nature of his correspondence with Mr. Doran.

He heard of Mr. Doran's death in the fall of 1899. The money he repaid that gentleman, he believed, was the money he had received from him. He had kept the money in his possession since he contracted the loan. When in England he had very little money beside it.

Mr. Mills—"Surely you don't want me to believe that?" Answer—"I don't expect you to believe anything, Mr. Mills."

He was not certain that he advised a certain order of cases—that the four which the counsel named should be taken up first.

Grim Relic Of the Seas

Wreck on Coast of Graham Island Discovered to Be Old Colons.

D. G. S. Quadra Returns From a Trip of Investigation—Louise Repaired at Vancouver.

D. G. S. Quadra, Capt. Walbran, returned this morning from the North, whether she had gone to investigate the wreck on the west coast of Graham Island, Queen Charlotte group. News of the vessel it will be remembered of the finding of the wreck to the officers of the steamer Tees. They spoke of a stench arising from the hold of the vessel, indicating that dead bodies were to be found below. They did not investigate further because of superstitious fear, but told of a blanket being found ashore. This was taken to mean that some members of the crew had escaped and were probably awaiting a night's shelter. These stories were reported to Captain Gaudin, local agent of marine and fisheries, on the arrival of the Tees, and that officer at once took steps to investigate the wreck in order to offer any assistance necessary in case of any survivors being in the immediate neighborhood.

The steamer leaving here proceeded direct to Skidgate, and there learned full particulars regarding the wreck, late arrivals from the west coast of Graham Island, who left to investigate the report, discovering the vessel to be an old wreck. The vessel was found to be the old American bark Colons, which met with disaster on the Alaskan coast two or three years ago, and which, drifting south, finally ran on the rocks of the Graham Island coast, there going to pieces. She has broken up into three different parts, according to information supplied to Capt. Walbran, the vessel, but there are no signs of life on board.

After learning the character of the wreck the steamer immediately left for Victoria, calling only at Nanaimo on the trip south. She will now take up her regular departmental work, of which there is much to do.

THE MOANA'S FIRST TRIP. Victorians had for the first time an opportunity of inspecting the steamship Moana, the new acquisition to the Canadian-Australian line during her brief stay at the outer wharf yesterday afternoon, after the arrival of the Victoria from the north on the same date on April 22nd and Honolulu on the 26th inst., and after leaving the latter port had passed the R. M. S. Aorangi, southward bound from this city. Her passengers were as follows: Mr. J. W. Harrison, Mr. J. H. Braddon, Mr. H. B. King, Dr. R. Kirk, Mr. A. Kouchakof, Mr. E. Van Leekwyk, Mr. C. Loring, Mr. H. Lord, Mr. R. Macaulay, Mr. R. Macaulay, Miss F. Malher, Mr. W. Malher, Miss Deane, Miss St. Levin, Miss Serjeant, Miss Finnis, Miss Acton Adams, T. R. Walker, Hon. Geo. McLean, Captain Peyton Hoskyns, R. N. C. M. G., Major-General Hogge, Rev. L. Fitzgerald, Mr. H. Drew, Mr. Johnston, Mr. R. Watson, Mr. A. Brown, Mr. Finlay and Mr. J. B. Tuce.

Second Saloon.—Mrs. H. G. Deane, Mrs. McAlpine, Mrs. Snow, Mrs. Holmes, Misses Holmes (2), Miss Colhue, Mr. F. A. Grove, Mr. Fullwood, Mr. Muncey, Mr. Dryden, Mr. Williams, Mr. Arlidge, Mr. R. S. Webb, Mr. H. Heath, Mr. F. Macdonald, Mr. T. Bosanko, Mr. J. Brown, Mr. H. Vaughan, Mr. J. Parker, Mr. J. Switzer, Mr. R. Maynard, Mr. R. Armstrong and G. E. Dods.

T. R. Walker was British vice-consul at Honolulu. He went on to Vancouver on the steamer.

Among the through passengers from the colonies was Captain Peyton Hoskyns, R. N. C. M. G. He was in command of H. M. S. Tauranga which is stationed with the Australian squadron. He is going home on leave, Major-General Hogge a British officer, retired who is taking a tour back to England. Rev. A. Brown is a Presbyterian divine who is returning to his home in Glasgow, Scotland. He has been visiting in the colonies. Rev. L. Fitzgerald is an Episcopalian minister of New Zealand who is taking a vacation. Mrs. F. C. Kingsmill, one of the through passengers is the wife of the commander of the British cruiser Midura, J. H. Tee, who has been in the colonies representing the Faber pencils is returning on the Moana.

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Wreck on Coast of Graham Island Discovered to Be Old Colons.

D. G. S. Quadra Returns From a Trip of Investigation—Louise Repaired at Vancouver.

D. G. S. Quadra, Capt. Walbran, returned this morning from the North, whether she had gone to investigate the wreck on the west coast of Graham Island, Queen Charlotte group. News of the vessel it will be remembered of the finding of the wreck to the officers of the steamer Tees. They spoke of a stench arising from the hold of the vessel, indicating that dead bodies were to be found below. They did not investigate further because of superstitious fear, but told of a blanket being found ashore. This was taken to mean that some members of the crew had escaped and were probably awaiting a night's shelter. These stories were reported to Captain Gaudin, local agent of marine and fisheries, on the arrival of the Tees, and that officer at once took steps to investigate the wreck in order to offer any assistance necessary in case of any survivors being in the immediate neighborhood.

The steamer leaving here proceeded direct to Skidgate, and there learned full particulars regarding the wreck, late arrivals from the west coast of Graham Island, who left to investigate the report, discovering the vessel to be an old wreck. The vessel was found to be the old American bark Colons, which met with disaster on the Alaskan coast two or three years ago, and which, drifting south, finally ran on the rocks of the Graham Island coast, there going to pieces. She has broken up into three different parts, according to information supplied to Capt. Walbran, the vessel, but there are no signs of life on board.

After learning the character of the wreck the steamer immediately left for Victoria, calling only at Nanaimo on the trip south. She will now take up her regular departmental work, of which there is much to do.

THE MOANA'S FIRST TRIP. Victorians had for the first time an opportunity of inspecting the steamship Moana, the new acquisition to the Canadian-Australian line during her brief stay at the outer wharf yesterday afternoon, after the arrival of the Victoria from the north on the same date on April 22nd and Honolulu on the 26th inst., and after leaving the latter port had passed the R. M. S. Aorangi, southward bound from this city. Her passengers were as follows: Mr. J. W. Harrison, Mr. J. H. Braddon, Mr. H. B. King, Dr. R. Kirk, Mr. A. Kouchakof, Mr. E. Van Leekwyk, Mr. C. Loring, Mr. H. Lord, Mr. R. Macaulay, Mr. R. Macaulay, Miss F. Malher, Mr. W. Malher, Miss Deane, Miss St. Levin, Miss Serjeant, Miss Finnis, Miss Acton Adams, T. R. Walker, Hon. Geo. McLean, Captain Peyton Hoskyns, R. N. C. M. G., Major-General Hogge, Rev. L. Fitzgerald, Mr. H. Drew, Mr. Johnston, Mr. R. Watson, Mr. A. Brown, Mr. Finlay and Mr. J. B. Tuce.

Second Saloon.—Mrs. H. G. Deane, Mrs. McAlpine, Mrs. Snow, Mrs. Holmes, Misses Holmes (2), Miss Colhue, Mr. F. A. Grove, Mr. Fullwood, Mr. Muncey, Mr. Dryden, Mr. Williams, Mr. Arlidge, Mr. R. S. Webb, Mr. H. Heath, Mr. F. Macdonald, Mr. T. Bosanko, Mr. J. Brown, Mr. H. Vaughan, Mr. J. Parker, Mr. J. Switzer, Mr. R. Maynard, Mr. R. Armstrong and G. E. Dods.

T. R. Walker was British vice-consul at Honolulu. He went on to Vancouver on the steamer.

Among the through passengers from the colonies was Captain Peyton Hoskyns, R. N. C. M. G. He was in command of H. M. S. Tauranga which is stationed with the Australian squadron. He is going home on leave, Major-General Hogge a British officer, retired who is taking a tour back to England. Rev. A. Brown is a Presbyterian divine who is returning to his home in Glasgow, Scotland. He has been visiting in the colonies. Rev. L. Fitzgerald is an Episcopalian minister of New Zealand who is taking a vacation. Mrs. F. C. Kingsmill, one of the through passengers is the wife of the commander of the British cruiser Midura, J. H. Tee, who has been in the colonies representing the Faber pencils is returning on the Moana.

Lost Some Amendments

Municipal Suggestions Given Inconsiderate Reception by the Local Legislature.

The Bill Reported and That Was All—Shelved For Indefinite Period.

It is unfortunate that the legislature was unable last session to find time to take up "An Act to amend the Municipal Clauses Act." Possibly they were aware of the importance of some of the amendments suggested by the various municipalities they would have accorded the matter more consideration than merely receiving the report of the committee and then losing it in an almost interminable discussion on other questions. Some of the latter were by no means so important or urgent, and the legislative committee of the Victoria council have certainly every reason to feel dissatisfied that all their efforts and enterprise during the past several months have proven futile.

Last year nearly all the amendments asked by this city were granted. This year there was every prospect of the same compliance, the municipal committee of the legislature, under the leadership of Mr. Garden, inclining favorably toward all the advocated amendments.

On May 1st, Mr. Garden reported on the amendments and recommended them to the favorable consideration of the House. The report was received and several legislators when approached on the subject, public welfare, they gave promise that the act will be taken up in the special session, if one is held, in August, but as several members of the city council point out, this means a further delay of several months, which in the opinion of the legislative committee of the council should be enacted. All through the session this committee, consisting of Ald. Yates (chairman), Cameron and Beckwith, have spared no effort in making clear the object of each suggestion, and in placing them in proper form for consideration. There were several conferences with the municipal committee of the House which were of the most amicable character, and there was every reason to expect that the same generosity which characterized the action of the legislature last year would be evident this year.

The bill stood in the name of Mr. Helmcken, who has been most considerate in apprising the council of the various opportunities open to them, and suggesting a large number of amendments. These were suggested by the various municipalities of the province, Victoria's requisition being a considerable proportion.

Among these is an amendment regulating aldermanic terms. It provides that the council of every municipality may by a by-law provide for the continuance in office for more than one year of a certain number of aldermen, and for the election in each year thereafter to one-half or one-third, as nearly as possible, of the total number of aldermen constituting the council of that city, where the city is divided into wards, one-half or one-third as nearly as possible of the total number representing each ward, may be elected. The section fixes the minimum term of office of aldermen for three years. No by-law passed under this section, however, could have force unless passed upon by the people electors.

Another section refers to the assignment of stands for vehicles kept for hire on the public streets and places. There is also an amendment which deals with a matter that has been agitating the council more or less for a long time, it provides for the imposition of a charge against owners or occupiers of land or real property and whether vacant or not, of frontage sewer rate.

An amendment was suggested dealing with the rate for street improvement, and another rather important amendment provides for obtaining the opinion of the electors at the time of the annual elections on any question affecting the public welfare. This was the principle of the referendum, broadly applied. Amendments regarding the quashing of by-laws and the time in which notice of the intention to quash a by-law must be given, were also suggested, as well as a sub-section providing that the council may by resolution adopt for any year the assessment roll of the previous year, with amendments and alterations permitted and enumerated in the section. An amendment regulating the manner in which rates are to be calculated and another fixing the contribution of the city toward the work of local improvements are among the important ones advocated. The latter provides that the council may by a by-law determine what proportion toward local improvement the city may contribute, the amount not to exceed one-half of the cost. There is also another amendment which was asked as a result of the conference of Mr. Hayward, M.P.P., and others with the council, regarding the re-establishment of the old Esquimaux between the colonies and San Francisco, and while on this route had established an available record for punctuality and comfort. To the water front frequenter the most conspicuous feature to the upper works of the ship are the large hydraulic cranes with which she is equipped. These take the place of the ordinary steam winch, and are operated by levers. They are practically noiseless, which fact commends them to the passenger who has ever had much travelling to do on steamers. They are supplied with power direct from the engine room. In this department of the ship the most modern machinery is to be found. The clothing

France there are far more female than bicyclists.

2 That from and after July 1st, 1900,

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Neither did he remember refusing to

Neither did he remember refusing to

Neither did he remember refusing to

Neither did he remember refusing to

Neither did he remember refusing to

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YOU CAN'T BE ATTRACTIVE.

An Offensive Breath and Disgusting Discharges. Due to Catarrh. Bilght Millions of Lives Yearly. Dr. Agnew's Catarrhal Powder Relieves in 10 Minutes.

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Philadelphia, May 13.—Dr. Thomas E. Eldredge, a specialist and electro-therapeutic physician, who is accused by the police authorities of having conceived a plot to drug his wife with morphine or blow her up with dynamite, in order to secure two letters which are in her possession, was to-day held in \$1,500 bail.

Paul E. Schroeder testified that he had been employed by Dr. Eldredge in the capacity of a private detective to secure the letters, and that he had been ordered to drug his wife with morphine. He was not successful in this, Schroeder said, Dr. Eldredge offered to furnish him with dynamite with which to blow up Mrs. Eldredge. The doctor and his wife have been separated for some time and a divorce suit is pending.

Mrs. Eldredge, on the stand, said her attorney is in possession of the letters her husband wanted. She also said Dr. Eldredge had once attempted to smother her, and had frequently made threats to injure her. She was compelled to leave him owing to his brutal treatment.

More than 400 custom shoemakers employed in New York went on strike yesterday. The men are receiving \$5 for each piece of work they complete, but they have been dissatisfied for some time and made a demand for \$6. This figure the employers refused.

STOMACH "SCOWERS."—Ever notice the sears and frowns that steal into the face of the sufferer from indigestion, dyspepsia and chronic stomach ailments? Watch the sunshine break in and the lines vanish when Dr. Van Stan's Pepsin Tablets are given a chance to show their power. One lady in writing of their efficacy in her case, calls them "A heaven-born healer." 35 cts. Sold by Dean & Hiscocks and Hall & Co.—120.

