

WEEKLY WEATHER SYNOPSIS

Victoria Meteorological Office, 7th to 12th February, 1906. The weather during this week has been remarkably fine, and, in fact, since the beginning of the month no rain has fallen...

Local News.

According to latest mail advices, Hudson's Bay have advanced 1/2 to 84-85 on the London Stock Exchange, White Pass & Yukon 5 per cent. Debutantes are 1 higher at 97-99.

The 4th anniversary of the First Presbyterian church was celebrated on Tuesday by a concert and social gathering at the residence of the Ladies' Aid.

The Valencian investigation at Seattle into the Valencia wreck, F. Bunker testified Tuesday morning that as he watched the men hauling in the lead...

As stated in the Times on Monday, the body of William Leonard McBride, who died at St. Joseph's hospital on Saturday, were removed to New Westminster for interment.

Rev. A. Shildrick, rector of the cathedral, and Rev. Canon Hilton, rector of Ladner. The pallbearers were: Messrs. W. F. Harris and Ellis Ladner.

There was a conference Thursday in the office of Ald. Yates, of the municipal officers now visiting the city, at which several clauses of the Municipalities Act were gone through.

There are at present about 50 men employed by the city on sewage disposal works, the present force being at the foot of St. Charles street.

Tommy Cumberbatch, who has been night clerk at the Balmoral hotel for the past couple of years, is severing his connection with that establishment.

Consequently you feel as if the bottom had dropped out of life. What you need is Nerviline. Nothing restores the stomach so quickly.

Mr. W. Sproule, Smt. son of Col. Smith, of Stratford, Ont., and Miss Ida Parker, second daughter of Mr. R. Parker, of St. Bellor street, were married Wednesday at the residence of the bride's parents.

At a meeting of the board of management of the Victoria branch of the British and Foreign Bible Society held last evening it was resolved to hold the annual meeting on the 15th of March.

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At the monthly meeting of the board of school trustees, which will be held Wednesday, the question of the year's estimates will be discussed.

Word has been received by local friends of the wedding of Mr. R. Layritz, of Victoria, and Miss J. M. E. Vetter, which took place on the 21st of January in Germany.

A billiard match was played between Duppe and Perry Wednesday at the Grand hotel. It resulted in a victory for the former by a score of 500 to 392 points.

The Victoria Farmers' Institute will hold their annual social and dance at the agricultural hall, Saanichton, to-morrow night.

True lovers of sport should not fail to attend the concert to be given in the hall of the Victoria Institute on Friday evening in aid of the Athletic Association of that institution.

Hon. C. E. Pooley, Speaker of the legislature, and Mr. Pooley, will this evening entertain a number of the members of the House at a dinner.

Percy Wollaston has been selected to represent this province at the annual meeting of the Dominion Wholesale Grocers' Guild to be held in Montreal on the 22nd inst.

In the police court on Wednesday there was but one case called, that of M. Jarvis, charged with obstructing the public thoroughfare by allowing a quantity of hay to remain on a sidewalk.

A reception will be tendered Hon. William Templeman by the Liberal club on his return to Victoria early next week.

Arrangements are being made by the two local lodges of the Knights of Pythias to celebrate the 43rd anniversary of the order on the 19th inst.

Several recommendations have already been decided upon. In the first instance the Greek, who pluckily tried to swim across the strait, will be given a place among the honored ones.

A deputation from the Victoria board of school trustees, consisting of Chairman Hargrett and Trustees Mowbray and Cameron waited upon the government on Thursday and entered a protest against the university bill.

City Engineer Topp is preparing a list of concrete sidewalks which he proposes shall be constructed on the main thoroughfares.

In Chambers on Thursday, before Mr. Justice Irving, an order was made for publication in a petition under the Titles Act, in the case of J. G. Willy.

The annual business meeting of St. Paul's church, Victoria West, was held on Tuesday evening last, and was largely attended.

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FIRST MEETING OF ALBERTA LEGISLATURE

HAS BEEN CALLED FOR FIFTEENTH MARCH

Serious Will be Held in the Assembly Room of School at Edmonton.

Edmonton, Alta., Feb. 15.—The public school board has granted the application of the provincial government for permission to hold the first session of the Alberta legislature in the assembly room of McKay avenue school.

Edmonton, Feb. 15.—At the city council last night a motion was passed to the effect that negotiations be opened at once with the C. P. R. with regard to the high level bridge.

Winnipeg, Feb. 15.—E. Senkler, gold commissioner for the Yukon, and Mrs. Senkler, arrived yesterday from their prolonged honeymoon in Eastern Canada.

PROPOSAL TO REWARD DEEDS OF HEROISM

Commission Will be Requested to Ascertain Those Particularly Courageous Among Survivors.

It is the intention of Mayor Morley to request members of the royal commission appointed by the Dominion government to inquire into the circumstances of the Valencia disaster.

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The Crimson Bind By FRED. M. WHITE

CHAPTER XXVI.—(Continued.)

Littimer spoke evenly and quietly, with his eyes full upon the girl. He was deceiving himself, but he was not deceiving her for a moment. His calmness seemed to be all the more marked because the servants were in the room.

Littimer laughed, with no sign of anger remaining. All the same, Christabel could see that his thin brown hand was shaking. She noticed the sudden spasm of passion.

CHAPTER XXVII. Slightly Farical. Something bulky was struggling to get through the window. Half hidden in the shadow, Christabel watched with the deepest interest.

He looked round him uneasily, but his expression changed as his eyes fell on the Rembrandt. He had the furtive look of a starving man who picks up a purse whilst the owner is still in sight.

"I guess that it can't be done," Christabel said, drawing. "See, stranger?" Reginald Hennessy gasped.

"I said it can't be done," the girl drawled, coolly. "Sandow couldn't do it. The frame is made of iron and it is fixed to the wall by four long stays."

"What does it matter? I've got the other one," he said, blandly. "My dear young lady, do you actually mean to say that you are going to steal the Rembrandt?"

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my very noble relative, and his son accompanied me. I came to try and see how the family matter was going. But that is a family matter which, forgive me, I cannot discuss with a stranger.

"Not quite," Christabel drawled. "There is something else." "And what may that be, my dear young lady?"

"But you tell your story to Lord Littimer before you sleep. That kind of performance may do for Great Britain, but it wouldn't make good family reading in the States."

"My dear man, I want to do nothing with you. Only do as you are told and—here! The other man is coming up the ivy. He can't understand the light and you not returning. He imagines that you are looking in the wrong place. Please go."

Littimer backed before the weapon, backed until he was in the doorway. Suddenly the girl was in a push, shut the door and turned the key in the lock.

"Now I guess the fat is in the fire," Christabel said. "Henson dropped into a chair and groaned. Lord Littimer, elegantly attired in a suit of black, was sitting before a revolver in his hand.

"He told me, but I wouldn't believe him," said Christabel. "It is a cynical age," Littimer remarked. "Reginald, what does this mean?"

"Henson shook his head wearily. "The young lady was in taking me for a burglar," he groaned. "And why not?" Christabel demanded.

"I was just going to bed when I heard voices in the forecourt below me. I was sitting up, and I saw a figure in the corridor with my revolver. Presently one of the men climbed up the ivy and got into the corridor."

"So you killed with both barrels," Littimer cried, with infinite enjoyment. "Then the other one came. He came to steal the Rembrandt."

"Nothing of the kind," the wretched Henson gasped. "I came to give you a lesson, Lord Littimer. My idea was to get in through the window, steal the Rembrandt, and when you had missed it, confess the whole story. My character is a little shaky."

"I am afraid you are going to have an unpleasant surprise," Henson said. "Littimer glanced keenly at the speaker. All the laughter died out of his eyes. His face grew red and white as Frank Littimer emerged into the light."

"What are you doing here?" he asked, hoarsely. "What do you expect to gain by taking part in a fool's trick like this?" "Did I not tell you never to show your face here again?" the young man said nothing. He stood there looking down, dozing, stooped, like one tongue-tied. Littimer thundered out his question again. He crossed over, laying his hands on Henson's shoulders and shaking him as a terrier might shake a rat.

"Did you come for anything?" he demanded. "Did you expect any mercy from—?" "Frank Littimer shook off his grasp gently. He looked up for the first time. "It is all over now," he said. "I did not come of my own free will. I am silent now for the sake of myself and others. But the time may come when God knows it has long delayed. I am bound in honor to hold my tongue."

He flashed one little glance at Henson, a long, angry glance. Littimer looked from one to the other in hesitation for a moment. The hard line between his brows softened. (To be continued.)

HOW IT SPREADS. The first package of Dr. Leonard's Hem-Rold (the infallible Pile cure) that was put out went to a small town in Nebraska.

It cured a case of Piles that was considered hopeless. The cure spread, and although there was only two years ago, the demand prompted Dr. J. S. Leonard, of Lincoln, Neb., the discoverer, to prepare it for general use. Now it is being sent to all parts of the world. It has been found that the Granby others had a prior claim. When he entered into the Cascades company aware that there was a supply of power. He found that the Granby others had a prior claim. When he entered into the Cascades company aware that there was a supply of power. He found that the Granby others had a prior claim.

POWER COMPRESSING COMMITTEE OF HOUSE

The Question of Supply to Smelters Under an Amending

The private bills of the legislature set against the consolidation of the West Kootenay Power Act of incorporation, which would have been produced in support of the application for the area in which power was to be generated.

Senator Warner Miller, Boundary Falls, near Grand Forks, had been notified that there was an unfulfilled supply for electric power. He also mentioned that when the conditions were as they were, it was given to all power contracts in the state, and there was a surplus.

Such as they turned out to be, he had known that the surplus would have gone into the hands of the power companies. The immediate needs were from 750 horse power. If the surplus was not used, it would be sold for 20 cents per kilowatt hour.

He said that when the power company took hold of the surplus, it would be sold for 20 cents per kilowatt hour. He said that when the power company took hold of the surplus, it would be sold for 20 cents per kilowatt hour.

Senator Miller said that he would arrange for future surplus power. He found some difficulties in the way of getting the power to be undertaken. He would settle the difficulties. The surplus power would be sold for 20 cents per kilowatt hour.

His company had no contract for power. He had received from the power company and West Kootenay power. He had no contract for power. He had received from the power company and West Kootenay power.

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DR. KRUSS' GERMAN SPECIFIC RHEUMATICO. WILL CURE YOUR RHEUMATISM. Ten years of successful use of this remedy in hospital and private practice by hundreds of physicians has demonstrated the fact that it removes the acid from the system and restores the normal condition of the blood.

Farmers' Sons Wanted. Lock and file education for an office. \$250 a month. The National Association of Farmers' Sons is now accepting applications for its members. Branch offices of the association are being established in all parts of the world.

POWER COMPANIES PRESSING CLAIMS

COMMITTEE OF HOUSE HEARING EVIDENCE

The Question of Supplying Electricity to Smelters Under Consideration on Amending Bill.

The private bills committee of the legislature sat again this morning, and considered the proposed amendment to the West Kootenay Power Company's act of incorporation. Additional evidence was produced before the committee in support of the West Kootenay's application for an extension of the area in which power could be supplied.

Senator Warner Miller, of New York, president of the Dominion Copper Company, whose works are located at Boundary Falls, near Greenwood, testified that he had been interested in this property under the impression that there was an unlimited source of supply for electric power to develop the properties. He also expected conditions were as they were in New York state when the power works were given to all power companies to enter into any contracts it saw fit in the state, and there was free competition. Had he known that the conditions were such as they turned out to be he would not have gone into the proposition.

The immediate needs of the company was from 750 horse power to 1,000 horse power. If the power could be put to a smelter capable of handling 2,000 tons a day would be erected, which would require 2,000 horse power. He said that when the Dominion Copper Company took hold of the Montreal & Boston Company's properties it acquired the mines at Sunset, Phoenix and elsewhere.

Senator Miller said he was out here to arrange for future development of the property. In attempting to do this he found some difficulty with the Cascade Company. If it were not possible to get the power the works would not be undertaken. He was out here to settle the difficulties. There was abundant low grade ore, but in competition with Utah and other states cheaper power must be provided to present the high price of copper made it possible to run with steam. The present prices could not be expected to continue. They might hold up for six months and good prices might continue for some time longer.

His company had stopped work on the new plant now. He said that he had no contract for power. Offers had been received from the Cascade Company and West Kootenay Power Company. He had no connection with either of these and would close with either one which could give power. The Cascade Company declined to furnish all the power necessary. They offered to furnish power subject to contracts with other companies.

"Would you consider that a contract?" asked Senator Miller. "It was no contract," he added. In answer to W. J. Bowser, Senator Miller said that the electric machinery and the smelter improvements now proposed in the present smelter would cost about \$75,000. The building of the 20-ton smelter would cost from \$500,000 to \$600,000.

In reply to E. V. Bodwell, Senator Miller said that he did not care where the power came from as long as it was a continuous supply and was given at a reasonable price. If the low grade ores of British Columbia was to be developed miners and smelter owners would have to be given an opportunity to get the necessary power. He had been accustomed to competition.

Mr. Bodwell said he would like to assure Senator Miller that the Cascade Company had not in view the preventing of competition. All that his company sought was that the investment should not be rendered useless by another company coming in and putting it out of business.

J. E. McAllister, manager of the B. C. Copper Company, at Greenwood, also gave evidence. He said his company had a capacity of from 650 tons to 700 tons of ore a day. If his company could get the power it would undertake to handle 2,000 tons a day by September.

After operating for several years it had been found that it was impossible to make it pay on the scale on which it was being worked. The works were being put up on the understanding that the ore was richer than it was. It was decided therefore that the only way to make a profit on the investment was to increase the capacity. It was decided that an investment of \$175,000 would be made in machinery, of this \$40,000 would be in electrical outfit and would represent 2,000 horse-power. At present the company used 700 horse-power. This was obtained from the Cascade company. Part of the 2,000 horse-power would be used in the Mother Lode and Emma mines.

The Cascade company was not always able to furnish the minimum supply of power. In January and February of last year this was not received. He did not blame the Cascade company for this. There was a shortage of water in the Kettle river which was used for the power. The shortage forced the company to stop operations at that time. The cost of operating under electric power was about one-third the cost of that by steam. When he entered into a contract with the Cascade company he was not aware that there was any priority of claim upon the power. He afterwards found that the Cascade company and others had a prior claim on the supply. When his company decided to put in the electric supply the Cascade company agreed that it would not put in the line, but should do so, and then retain the cost with interest in paying for the supply of power. This he contended was an unprecedented action by a power company.

Mr. Bodwell contended that the company was justified in not agreeing to put in a line where the supply of power was not large, and where no guarantee was put up as to what amount would be required later.

In reply to other questions, Mr. McAllister agreed that it would not be in the best interests of the Boundary country to put out the chance of competition from the Cascade company. He, however, did not think this was likely to follow.

THE CITY COUNCIL WORKING OVERTIME

MEETING LAST NIGHT AND ANOTHER TO-NIGHT

The Estimates for the Year Amount to \$469,645—Big Increase in School Expenditure.

There was a full attendance at last night's meeting of the city council, which began business at 8 o'clock and adjourned at 10.50. A big variety of topics was discussed and unanimity marked the proceedings.

The minutes of last meeting were read and duly confirmed, after which the city clerk read a number of communications.

From the secretary of the hospital ward read a letter asking that a committee be appointed to confer as to proposed sewerage. This was agreed to.

A "humble petition" was read from the Local Council of Women asking for a variety of improvements in the cause of humanity, including an hospital for tuberculosis, the old naval hospital being suggested.

Ald. Fullerton objected to the establishment of such an institution in Victoria.

Hall recommended that the police commissioners be asked to enforce the law against expectation.

Ald. Yates moved that the ladies be informed that the council are not in favor of such an hospital in Victoria.

A number of duly verified accounts were submitted and passed.

The fire wardens recommended the painting of carts, and the placing of fire alarm boxes, which was agreed to.

The library commissioners recommended a schedule of hours for those employed about the library which would necessitate the appointment of a second assistant at a salary of about \$30 per month.

There was considerable opposition to the extra appointment, and the report was allowed to stand over until next meeting.

The Mayor called the attention of the council to an article appearing in the Colonist, which set forth that an official auditor was looking over the books of the corporation. He explained that the services of the gentleman in question were gratuitous. The company Mr. Halliwell represented was a well-known auditing firm, and it was suggested that the city might be able to get better improvements. Before accepting the offer, His Worship said he informed the finance committee of the proposition, and it was with their approval the arrangement was made.

The explanation was accepted as thoroughly satisfactory.

His Worship announced that there would be a special meeting to consider the estimates to-night (Tuesday), and submitted the following particulars as illustrating the progress (in expenses) between 1890 and the estimate for 1896.

Table with 2 columns: Item and Amount. Items include City debt, Municipal Council, Civic Salaries, Waterworks, Cemetery, Pound, Park, Police, Fire Department, Library, Street Lighting, City Market, Home for Aged, Streets, Sewers, Bridges, Miscellaneous, Education, Board of Health, Total, and School population.

He thought it went too far. People owning property and paying rents should have some little privilege. People stopping at hotels, for instance, and who could clear out at any moment, should not have the same vote in public affairs as permanent residents.

Ald. Fell favored women's suffrage, arguing that women with property qualification should have the same rights as men.

Ald. Douglas pointed out that many by-laws should be voted upon only by property owners.

Ald. Goddard said that this was the purpose of the bill.

Ald. Yates did not think that the world was far enough advanced for the adoption of manhood suffrage.

Some contended that the man who paid the rent was the man who paid the taxes. That was not so in Victoria to-day, for while property was going up, rents were coming down.

Ald. Hall argued that if women were to have the same privileges as men they should hold themselves equally responsible as to taxes.

The point was discussed at considerable length, the difficulty being that each alderman accused the other of not understanding the question as individually pronounced.

Ald. Fell: Who is paying the taxes on the Vernon hotel to-day—the man who buys groceries?

Here again a long discussion ensued into which an element of socialism was introduced.

Ald. Fell took several objections to proposed amendments to the bill. For instance, a trustee could only vote on his own lot, although he might represent several thousand dollars worth of property. He suggested that power to vote be given to a trustee of real estate, as representative of same. This was agreed to. He also moved that payment of water rates be not a qualification for voting. This was also agreed to.

Ald. Fell asked for an expression of opinion as to whether one or all parties to a partnership should be entitled to vote.

Here again there was a long discussion, which resulted in favor of a vote for partnerships not exceeding three. The clauses were gone through seriatim.

The city solicitor asked authority to pay a bill of \$103.80 for a copy of the evidence taken in court in the Equimail Waterworks case. This would cover the official stenographer's fees. The application was laid on the table.

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PAID TRIBUTE TO GEORGE H. JESSE

FIREMAN'S TESTIMONY AT VALENCIA INQUIRY

Freight Clerk and Two of Passengers Also Gave Evidence Yesterday Afternoon.

(From Tuesday's Daily.) When the Valencia inquiry was resumed yesterday afternoon the examination of John McCaffrey, one of the passengers on the wrecked steamer, was continued.

Cross-examined by J. H. Lawson, Jr., counsel for the P. C. S. S. Co., witness said he was seated on the way from San Francisco and was sitting at the time the Valencia struck. He was a second class passenger. Five minutes after putting on his life preserver he reached deck. He saw two small boats on the water.

When he came on deck it was pretty well crowded and the night was dark. No. 1 boat was swinging well out when he saw her, so that he didn't know how she was managed, how many got into it, or what orders were given to her but over the side.

"How can you say that no officers appeared to have control?" asked counsel.

Because the passengers were jumping into the boats in a disorderly manner and one remarked that he was going to get in as he didn't know what to do, no orders having been issued," witness replied.

Counsel, questioning him further, asked whether he saw No. 3 boat launched. Witness replied in the negative. He had, however, seen No. 1 get away and there was only one officer engaged in assisting in the launching. He also saw a man who was necessary to assist in such an operation.

Witness was quite confident that nothing beyond the tossing of lines overboard was done. He saw him cast down from the boats into the water. He aided in doing that and knew of none that escaped. On the other side of the ship a heavy man, about 200 pounds weight, had been washed overboard and he had his hand on the deck.

Witness reiterated his statement that there was a panic prevailing when he arrived on deck. The members of the crew seemed to be running about in just as excited a condition as the passengers.

Speaking of the raft, witness said that it would have been possible for the captain to have taken some of the women to the raft, but that he did not see him do so. He saw him on her after she had taken his place. It would have been possible for some of those aboard to have made way for the ladies had they desired to do so. He placed in an hour for the raft to clear the vessel. This he considered fast time under the circumstances.

To C. H. Lugin, counsel for the Dominion government, witness said there was no one to go among the passengers and advise them what was best to be done. All appeared to be in confusion.

Mr. Lawson asked permission to recall Ald. Vincent Turpin in order to give evidence on some points mentioned in Mr. McCaffrey's evidence.

Mr. Lugin did not think it would be good policy to establish the precedent of allowing the testimony to be called in order to make contradictory statements.

Replying, Mr. Lawson said that all he wished to emphasize was that evidence had been given to the effect that the captain had gone among the passengers and offered them a position on the raft previous to its departure. As long as the commissioners were clear upon that point he wouldn't press his request.

Capt. Cox said that he distinctly remembered the statement having been made by previous witnesses.

G. D. Harradine, one of the first class passengers and an electrician by trade, immediately after the usual preliminaries, in which he stated that he had seen one of the officers who seemed pleased at the ship's progress previous to the disaster, Capt. Gaudin asked him to tell his story of the disaster.

Witness said that shortly after the ship struck he was sitting in the social hall with his mother when an officer entered and requested the women to take places in the boats as it was their only chance. He requested his mother to follow the advice and, after kissing her goodbye, she left and he understood got away safely. He told her that he would stay with the ship. While on deck he saw one of the small boats full of passengers carry away.

Lines Were Thrown Overboard, and about five or six were clinging to the side to aid them.

Witness got away on the second raft, sliding down it by means of a rope. Somebody, he remembered, told the women it was their last chance to get away. There was no rush for it; in fact comparatively few seemed to be anxious to get aboard.

Questioned with regard to the boatswain's crew, he stated that they were sent away to take the line which had already been shot ashore.

To Mr. Lugin witness said he did not see either the captain or first officer during the launching of the boats. No. 5, with the rescue party, got away on Tuesday morning with the boat as it was the only chance. He said that if the ship's boats had been kept until that time they would have had a better opportunity to get clear.

he believed the Czar might have "made a better showing than she did." It equipped with a gun the night he fired a line aboard the wreck or she could have gone back to the Queen, secured her rafts, and drifted them to the stranded vessel.

"What did the Queen do?" asked counsel.

"The Queen didn't do anything that I know of," replied witness.

Answering Capt. Newcomb, witness thought that about eight rafts might have drifted to the wreck. "We would have had to take chances on that," added witness. He went on to say that a line might have been used to advance the rescue rafts, boat or what-ever float was utilized, to the Valencia.

When he was picked up by the City of Topeka he was pretty far gone," and "couldn't tell what happened after that."

Replying to A. E. McPhillips, representing the provincial government, witness said there was quite a little comment as time passed and the boatswain's party was not heard from.

None of the rescue operations, either by means of whistle, signals, guns, etc., attempted to communicate with the wreck.

To Mr. Lawson witness said that he wore a life preserver while in the water and that it supported him well.

W. Doherty, a fireman on the Valencia, belonging to No. 6 boat, of which the first mate had charge. He worked for ten minutes.

After the Ship Struck attempting to keep the steam up. He saw the water rushing from the fore bow of the vessel. Just then someone came down from the deck and told him as they couldn't do anything more. He went on deck. The night was dark, there being a light fog and a heavy rain falling.

During the launching of the rafts he was present and distinctly remembered the captain ordering the first raft to stand by until "he got some women aboard." He recollected that he went among the passengers and that a majority declined, not one woman agreeing to take places on her. There were only two on board that he knew, namely, Hancock and Connors.

"When the steamers were in sight all were sure that they were as safe as in any other place. But when it was seen that no effort was made to lower boats or any other attempt made to render assistance, there was general disappointment. In his opinion help would have been given if the Queen or Salvor with the boats with which they were equipped."

Mr. Lugin, witness said he went first to the starboard side upon coming upon the deck. Afterwards he moved along to his left, which was the port side at the after end of the vessel.

It was about 10 o'clock on Monday night that the "slow-bell" was sounded. She made about four or five knots an hour under those conditions. When striking there was a 80-pound steam pressure. The order "full speed astern" brought it down to some extent. When he came aboard the ship he listed heavily to port and afterwards righted. The hull, he said, stood the pounding well.

He never saw the captain during the launching of the boats, but on the first night of the wreck he saw him standing in blocking the windows of the saloon in order to prevent the water washing in upon the women.

In the judgment of witness the Czar did contain within four or five miles of the wreck. He knew she didn't get within a quarter of a mile.

The raft was submerged with about three feet of water, the wash being well up to the waists of those aboard. It was always under control, although many had lost heart when losing sight of the Queen and other steamers.

Questioned by Mr. McPhillips, witness said he didn't know the coast well, but he saw many great men among the crew of the Valencia on the fatal trip. This was true in connection with the deck and almost all other departments.

To Mr. Lawson, witness said that women could not have stood the exposure to which he was subjected while upon the raft.

Asked regarding the passengers, witness paid a tribute to the courage of George H. Jesse. He said he took a prominent part in all that was done aboard. Always active in the launching of the rafts, things as orderly and comfortable as possible, he particularly attracted his attention. Mr. Jesse, witness said, made no effort to get aboard the raft.

Upon the retirement of Mr. Doherty a general discussion took place as to the best means of procedure.

Mr. Lawson again expressed his willingness to call Capt. Cousins, of the steamer Queen. He stated that it was his intention to do so, and that he had a reaching inquiry some time during the night, and turning back to the Straits for a shelter until morning. At daybreak another start had been made for the wreck, and a stop was made at Carmichael's point, where he remained until the morning. While there endeavoring to exchange signals with Lighthousekeeper Dakyn the Czar, which had been speaking the Queen, came towards the Salvor and in the meantime proceeding to the City of Topeka in order to secure a witness employed on that vessel.

While watching it from the upper deck he felt the Woodwork Move from the force of the waves, and shouting to his friends, "Bill, try going to take a chance," he jumped into the water and got aboard the raft.

Answering Commissioner Gaudin witness said that if the boats had been kept until the next morning they might have been of use. There was a possibility that they would have been torn away during the night.

Witness commended the steward and his staff upon what they had done to contribute to the comfort of the passengers. He did not know much about the fore deck officers. He supposed they were attending to their duty.

While upon the raft he was up to his waist in water most of the time. There were life lines by which those aboard managed to keep their positions.

Answering Capt. Gaudin witness said he didn't think it was possible for any of the steamers seen in the offing on Wednesday to render assistance from the sea. The breakers were too heavy. It was more difficult to enter such a surf than to get away.

Questioned by Mr. Lugin, witness told of a little lad about 8 years of age who had not noticed the Valencia, who appeared to be alone. It was said that his mother and father lost him. He was on the boat when he jumped for the raft.

To Capt. Newcomb witness said that nobody had noticed in the social hall on Tuesday. Such a statement was absolutely false.

Replying to Mr. McPhillips, he stated that the lyaal gun was fired three times when the steamer Queen, forming the rescue fleet appeared in the offing. The report seemed loud. There were cheers when the boats were seen.

The searchlight was operated from the bridge, witness said in reply to a query from Mr. Lugin.

The commission then adjourned until 10 o'clock this morning.

Before the opening of the proceedings of the inquiry into the Valencia disaster this morning J. H. Lawson, Jr., counsel for the P. C. S. S. Co., wanted the commissioners to definitely specify what witnesses were wanted. He pointed out that notice would have to be given in order that he might have an opportunity to secure those employed by the company.

Replying Capt. Gaudin mentioned the names of the following: Capt. Cousins, of the steamer Queen; Capt. Patterson, who had charge of the City of Topeka on her trip up the coast; Capt. Wallace, of San Francisco, Cal., and Manager Pierce, of the P. C. S. S. Co., at Seattle, Wash. Mr. Lawson promised that these witnesses would be placed upon the stand as soon as possible.

James William Troup, general superintendent of the British Columbia coast service of the C. P. R., was the first witness called. He went to the scene of the Valencia disaster upon his own volition. An invitation had been extended him to take passage by the steamer Salvor, and he hesitated to go by that vessel or on the tug Czar.

He described the latter boat as he said she was not what he would term an ocean-going tug. She was not fitted with any life-saving apparatus, being utilized principally for inland waters.

The Czar, Capt. Troup said, was ready to leave about 4 o'clock, and he suggested that she leave immediately. The captain of the tug pointed out that by so doing he would arrive off the coast some time during the night, and would be Unable to extend any help under such conditions. He then ordered that she leave at about 6 o'clock, and he believed that instruction had been followed.

In answer to Capt. Gaudin witness said that the Czar had been seen from Port Townsend, Bellingham, Seattle, Vancouver and other points on the lower Mainland and the Sound as well as from Victoria. Explaining this he went on to point out that from the time the Salvor left Victoria until she reached the scene of the wreck there was a lapse of eight hours. The delay was caused by the darkness and severe weather. In that period an ordinary tug boat could have reached that part of the West Coast from any of the places mentioned. In his opinion an equal opportunity was presented shipping men in all cities in the northern part of the coast. There was no reason why the Czar should have gone out to extend any assistance in his power.

In response to a request from Capt. Gaudin witness gave a detailed account of the Salvor's trip down the coast. He told of reaching Flattery some time during the night, and turning back to the Straits for a shelter until morning. At daybreak another start had been made for the wreck, and a stop was made at Carmichael's point, where he remained until the morning. While there endeavoring to exchange signals with Lighthousekeeper Dakyn the Czar, which had been speaking the Queen, came towards the Salvor and in the meantime proceeding to the City of Topeka in order to secure a witness employed on that vessel.

Upon resuming Frank Lehn, freight clerk of the steamer Valencia, stated he made two trips on that ship. His boat was No. 5 on the starboard side. It was not customary to launch the boats during cruises held in rough weather. During the trip up the usual winter weather was experienced.

He knew nothing relating to the navigation of the vessel on the fatal voyage. After the ship struck witness reported to the purser, it being his duty to do so in case of trouble of that kind. He believed that he saw, J. J. O'Neil, the purser, enter his boat, which was situated upon the port side. It was difficult to persuade the women to enter the small boats. He himself put one elderly woman in a boat, and she had deliberately jumped to the deck again.

Upon the request of Commissioner Gaudin witness proceeded to tell his story in detail, giving much the same account as has already appeared in these columns. He told of a conversation with the women, in which they discussed what would be done when the boatswain's party reached the shore and secured the line. The women said that they would prefer to see some of the men hoisted ashore in the conveyance that would be fitted up so that its safety might be tested.

Witness got away on the second raft. He was one of the last to leave.

what he had said after coming back from the wreck. All he could see was what appeared to be pieces of canvas flying from the rigging.

Pilot Campbell, who was aboard the tug, expressed the opinion that there might be life on the stranded vessel. This was the first intimation he received that there was such a possibility. As a result of this information a conference was held between those on the Salvor, and it was agreed that nothing could then be done owing to the heavy sea prevailing.

Upon suggestion witness dispatched the Czar for the whaling boat Orion in order that the latter might join the rescue fleet for the scene in order to endeavor to render assistance should the sea moderate sufficiently to make such a thing possible. It was the unanimous opinion that the Orion was better adapted to render help under the circumstances than any of the other vessels. Witness told of the futile visit to the wreck of the Orion and of the dispatch of a rescue party to Darling river on Friday.

Questioned by Capt. Gaudin, witness described the wreck as he saw it on Wednesday morning. He said the combers seemed to be breaking some distance outside the vessel, and that they appeared to be making a clean sweep of the hull. The surf even looked to be surging back from the cliffs, dashing forty feet high with the force of the impact.

Capt. Troup questioned the possibility of any ship getting close enough to pass a line to the Valencia. Allowing that such a thing was done, he contended that the possibility of the vessel would either have snapped the mast in the Valencia or the rescuing vessel, or broken the hawser. In any event the people placed in the "Breeches Buoy" would have been drowned as dragged through the water. As for the feasibility of drifting a raft from the windward to the wreck, Capt. Troup stated that the current would have rendered such an effort futile. He said, in fact, that a raft was found upon Turret Island in Barclay Sound showed the strength of the current along the coast.

Answering further questions, witness told of the comparative smoothness of the sea at the time of the wreck. He said that, despite this, the boat from the Lorne found it

Difficult to Proceed far into the surf. To illustrate the condition of the sea outside he told of the launching of a boat from the Salvor to investigate a spar which had broken away from the wrecked ship and drifted out to sea.

Replying to Capt. Gaudin, witness told of the Salvor's visit to Toquon on Friday to pick up a number of survivors who had drifted to Turret Island on one of the rafts. He also mentioned the rescue of Frank Connors and of the discovery of the raft with three bodies.

Questioned by C. H. Lugin, counsel for the Dominion government, witness described the location of the wreck as at Shelter Light, about ten miles east of Cape Beale. The entrance to the straits he would call a line drawn between Cape Flattery and Carmanah.

The wreck therefore was 13 1/2 miles outside the straits. It was at a point exposed to the full sweep of the ocean. He couldn't tell what time in the morning the Salvor reached the scene of the wreck. It was sometime after 8 o'clock. The report of the Czar was what influenced the decision to proceed to Bamfield. All the conditions led to the belief that it was too late to extend any help to those then on the steamer Valencia.

Asked regarding the currents prevailing on the West Coast, Capt. Troup said all coast shipping men knew that, being particularly pronounced during the summer months, it was a navigational hazard. He thought this was a fact that it should be recognized by all navigators. He didn't think the current was as strong during the summer months as in the winter. But it was an element that should always be figured upon and, he thought, should be subjected to a thorough investigation. He was not familiar with navigation south of Capt. Flattery. Witness did not feel inclined to express an opinion as to what course should have been set judging from the reported record of the Valencia's log. In his opinion the Salvor was two or three miles from the wreck on Wednesday morning. The Queen, he thought, went within a mile. He added, however, that this was more or less a guess. The Czar had gone in closer. The driving rain and the unsteadiness of the ship made it difficult to locate the Valencia.

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KAIEN ISLAND LIBERALS.

The Times is not at all mystified over the fact that there was apparently no "graft" in the Kaien Island deal. It is quite apparent that there was "graft" in connection with the notorious transaction. We venture to say there is not the slightest doubt of that fact in the minds of any intelligent persons who have read authentic, not garbled or judiciously edited, reports of the evidence given before the committee of the legislature. But it is very clear that the "graft" was not quite so rich as was anticipated. The amended statement made by Mr. Edowell with respect to the visit of Mr. Anderson to Montreal makes that fact obvious. If the Chief Commissioner of Lands and Works—that gentleman with the frank and open manner and with candor portrayed in his features and revealed in his statements, according to the eulogist of the Colonist—could be compelled to unlock the rich storehouse of his memory and to lay bare some of the things his oath of office compels him with reluctance to hold back, the public might gain some information that would open its eyes respecting the methods of politicians. What about those mysterious visits to Seattle and Portland, and even away East as far as Montreal, on which occasions railway magnates were met quite by accident, and conferred with, on matters of no public concern, of course?

And what about the Liberals, who, it is claimed, were partners with the government in this extraordinary Kaien Island transaction? Have they not all been strong and unwavering supporters of Messrs. McBride and Green ever since the day of that masterly coup by which the first Conservative government of British Columbia was formed?

The challenge of the Colonist that "they were all Liberals who dealt with the government" seems to call for some particular attention. The political predilections and affiliations of Mr. Bodwell and his relations with the present provincial administration need not be inquired into further at this time. They are well known to all who have given any attention to public affairs. But two other people whose personalities possess any interest to the people of British Columbia have appeared in the deal at all. Of some of the ministers those persons are known to have been, and doubtless still are, personal friends. We have the admission of the Chief Commissioner, made before the committee of the House, that the details of the Kaien Island transaction may have been discussed or considered in the residence of Mr. Anderson. That confession, it is freely admitted, does not necessarily imply that there was any illegitimate pressure brought to bear upon the minister to secure personal advantages at the expense of the public, but it does seem to indicate that the personal element was a more important factor in the extraordinary procedure for the conveyance of the Kaien Island land grant to the syndicate or the Grand Trunk Pacific Railway than political "pull." We say that from whatever aspect this extraordinary transaction can be presented by the government and its friends, it cannot but be condemned by all persons interested in the maintenance, not only of that which is honest and honorable, but of that which is seemly and of good report, in our public affairs. If the legislature of British Columbia can permit such things without expressing its condemnation, then of course the matter must be laid before a tribunal of larger jurisdiction than the legislature. If the people can be persuaded to shut their eyes to facts that are obvious to all who care to look, then we shall have grave fears for the political future of British Columbia.

THIS FAVORED ISLE.

The winter has been severe in the north and unprecedentedly cold in the south. Away down in Mexico, where they grow bananas and palms and all kinds of tropical fruits and flowers to perfection, the winter has been the coldest experienced for seventy years, we are told. A copy of the Mexican Herald, published in the City of Mexico, records the fact that twelve persons died of cold in the streets on one night. The thermometer in the usually sunny south has not fallen into the habit of dropping down in the neighborhood of zero without warning as it does in many parts of the Eastern United States and of Canada, so that the unfortunates were not actually frozen to death. They had been indulging not wisely but to excess, with the result that exposure followed by pulmonary congestion carried them off suddenly. The experience of the unfortunate Mexicans emphasizes the fact that there is but one region on this continent in which there is a reasonable guarantee against weather extremes. The Pacific Coast is a highly favored geographical point. Vancouver Island is the gem of the Pacific, and the southern portion of Vancouver Island, particularly that portion included within the zone of Victoria and environs, is the Paradise which calls to all sorts and conditions of men. People in search of really desirable places of residence are just beginning to find that out.

And to think that John Houston, M. P., was not considered a fit and proper person to sit in the council which advises His Honor the Lieutenant-Governor regarding measures affecting the welfare of British Columbia!

Mr. J. J. Hill has for a few years been a conspicuous figure in the railway world. Mr. Hill is as big in his ideas as he has been distinguished in his methods of applying them in his business. He takes such a unique view of competition that his ideas are worthy of wide publication. He says he will welcome other lines within the territory of the Great Northern, because "for one ton of freight he may lose he will gain five of short haulage through the development of business in local centres." The short haul traffic—while in bulk a secondary consideration on the long lines—is a heavy producer of revenue, because it pays better rates per mile. He feels that his road can take the lowest grade of traffic out of the new countries at a profit, and will get its share of traffic into all centres, new and old, no matter what may be done.

It has not yet been explained why the McBride government could not have gone directly and openly to the representatives of the Grand Trunk Pacific Railway and negotiated for the transfer of a townsite for terminal purposes. The frankness of the Chief Commissioner, which has so wonderfully excited the admiration of his friends, might be exercised to advantage in this matter. It must be admitted that the excuses put forward for the dealings with the favored syndicate are far from satisfactory. A moment of real frankness with respect to this matter would be far more convincing than hours of reasoning designed to excuse the course of the administration. The plea that the movement was due to a desire to head off and throw from the track prying speculators will hardly do.

We hope the member for Fernie will not feel that a reflection has been cast upon his capacity by the appointment of the Deputy Attorney-General as advisor to the Kaien Island Legislative Committee. Mr. Ross has done his best to bring out points in proof of the fact that the land deal was conceived and carried out in the best interests of British Columbia, but if he has failed in convincing the majority of the committee—providing the majority of the committee is open to conviction—it may not be because of lack of ability, but by reason of the weakness, if not the hopelessness, of the cause he advocates.

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ENORMOUS GROWTH IN CANADIAN TRADE

Increase of Over Forty-Four Million Dollars Compared With Seven Months Last Year.

Ottawa, Feb. 15.—The aggregate trade of Canada for the seven months ending January was \$44,261,143 greater than for the same time last year. An idea of the enormous growth of the trade of the Dominion during the past few years may be formed when it is pointed out that the seven months show a greater volume of business by over sixty-six million dollars than the whole year of 1897 when the British preference was adopted. The imports, dutiable and free, for the seven months were \$166,259,408, compared with \$140,484,425, an increase of \$15,774,978 over the previous year. The exports were \$150,834,433, compared with \$125,230,493, being an increase of \$25,603,940. An increase in exports there was an increase in every branch of trade. The output of the mines shows an increase of over half a million, the fisheries over three and a half millions, the forests one and a half million, animals and other products four and a half millions, manufactures one and three-quarter millions, while agriculture heads the list with a little short of fourteen millions. The total aggregate trade for the seven months was \$323,616,803, as against \$273,355,660, showing, as already stated, an increase of over forty-four millions.

"VALENTINE" WEDDING.

Mr. Lawford Richardson and Miss Hanington United in Matrimony at Cathedral.

(From Thursday's Daily.)

A "Valentine" wedding took place last evening at Christ Church cathedral, the contracting parties being Mr. Lawford Richardson, manager of the Ladners branch of the Royal Bank of Canada, and son of the late Captain Richardson, who for many years held a responsible position in the provincial mines department, and Miss Hanington, a niece of Dr. Hanington. The services were fully choral and were presided over by His Lordship Bishop Perrin, Canon Beanlands and Rev. C. Hilton, of Ladners, B. C. During the ceremony, which was conducted by Canon Beanlands, the bride and groom stood beneath an arch of beautiful lilies, the whiteness of which was strikingly accentuated by an artistically arranged back ground of green foliage. Miss Abbott acted as bridesmaid and Mr. J. Musgrave supported the groom. There were a large number of guests present, among whom were noticed many of the most prominent members of the Victoria society. A pleasant gathering was afterwards held at the residence of Mr. and Mrs. George Gillespie, when Mr. and Mrs. Richardson received their many friends and acquaintances, and appropriately acknowledged the congratulations showered upon them. The wedding supper was partaken of by a large number, and proved a fitting conclusion to a very charming affair. Almost everything was served in the form of the heart, generally recognized as the symbol of Valentine Day.

The happy couple left for the mainland by the steamer Princess Victoria last evening, and after a short sojourn in that city, will take up their residence in Ladners.

PROCEEDINGS OF THE LEGISLATURE

ANOTHER DEFEAT FOR M'BRIDE GOVERNMENT

Opposition Carry an Amendment to the Railway Bill in Spite of Ministers.

Victoria, Feb. 12th, 1906.

To-day was a light one in the legislature. In the absence of Premier McBride, under the sad circumstances which took him from the city, the opposition refrained from pressing for business which would call for a party feeling. In consequence the business was confined to non-contentious legislation, and an early adjournment was taken.

Prayers were read by Rev. W. Leslie Clay.

Premier's Bereavement.

J. A. Macdonald took occasion on behalf of himself and those on his side of the House to express sympathy for the Premier in his sad bereavement. He said every member on the opposition side felt keenly for the Premier. He further added that anything of a party character which might arise during the absence of the Hon. Mr. McBride would willingly be passed over.

Hon. R. G. Tatlow, speaking for the government, expressed appreciation of the action of the opposition, and said that all members would sympathize with the Premier at this time.

The College Bill.

The bill to incorporate the Royal Institution for the Advancement of Learning of British Columbia, which appeared on the order paper for report, was allowed to stand over at the request of Hon. F. J. Fulton, who said that a deputation from Vancouver might arrive this evening with suggestions to make.

Registration of Titles.

The bill relating to the transfer of land and to provide for the registration of titles to land was again considered in committee.

Some sections left over from the previous day were considered.

The committee rose and reported the bill complete with amendment.

Statutes and Journal Act.

The bill to amend the Statutes and Journal Act was committed, with Price Ellison in the chair.

Stuart Henderson objected to the revised statutes being put at \$15.

F. J. Fulton thought it would be unfair to those who had purchased at \$15 to lower the price.

J. R. Brown thought the price should be reduced. The value of the 1897 consolidated statutes was not now equal to what it was some years ago.

Mr. Henderson pointed out that Ontario has only \$8 for its statutes. Of course they were not got out in as good form as in this province.

The committee rose and reported the bill complete with amendment.

Private Bills.

The House went into committee on the bill to incorporate the Bella Coocha and Fraser Lake Railway Company, with Price Ellison in the chair.

T. W. Paterson objected to the following section: "2. The provisions of the Companies Clauses Consolidation Act, 1897, shall apply to the company and to the undertaking authorized hereby so far as they are expressly varied or excepted by this act, or as any of such provisions are repugnant to or inconsistent with the provisions of this act, or the 'British Columbia Railway Act,' as incorporated in this act, in which case the provisions of this act or of the said Railway Act as so incorporated herein, as the case may be, shall, to the extent of such repugnancy or inconsistency govern."

Mr. Patterson said that when the Railway Act was passed it was understood that the object was to reduce the railway legislation to something like uniformity. Companies came to the House seeking all kinds of powers under a railway incorporation. He moved that the section be struck out.

The motion was carried.

The committee rose and reported the bill complete with amendment.

On the second reading of the bill to incorporate the Kamloops & Yellowhead Pass Railway Company, J. F. Garden said that the road would open up a very desirable tract of country.

The bill passed its second reading.

Mr. Brown moved the second reading of two railway incorporation acts, the St. Mary's Valley Railway Company and the St. Mary's & Cherry Creek Railway Company. The first named went through a rich section of the country. The latter, Mr. Brown said, was a line 18 miles long, much of which had already been built. This was a lumber railway.

Both bills passed their second reading.

On motion of Price Ellison the bill to incorporate the B. C. Central Railway Company passed its second reading.

The bill to incorporate the Canadian Plate Glass Insurance Company passed its second reading on motion of W. G. Cameron.

On motion of Mr. Garden the bill relating to the Union Steamship Company of British Columbia passed its second reading.

The bill to incorporate the B. C. Northern & Mackenzie Valley Railway Company passed its second reading on the motion of W. Manson.

The bill to revise, ratify and confirm the Cowichan, Alberni & Fort Rupert Railway Company passed its second reading on motion of J. N. Evans.

On motion of W. R. Ross the bill to incorporate the Southeast Kootenay Railway Company was read a second time.

The House then adjourned.

Notices of Motion.

On Wednesday next Price Ellison to ask leave to introduce a bill intitled

"An act for the extermination of wild horses." On Wednesday next Hon. C. Wilson to ask leave to introduce a bill intitled "An act to amend the Provincial Elections Act," and a bill intitled "An act to amend the County Courts Act."

Questions.

John Oliver on Wednesday next will ask the minister of finance: "What are the details of expenditure of \$191.5, under the head of transport, not opposite the name of J. P. Babcock, as per public accounts, page B93?" J. N. Evans on Thursday next will ask the premier:

1. How many (if any) crown grants issued under authority of chap. 54, 1903-04, have been registered as an indefeasible fee? 2. How many (if any) of said crown grants have been registered as an absolute fee?

Mr. Evans on Thursday next will ask the chief commissioner of lands and works:

1. Why was the Cowichan river bridge, on Indian narrows near during low water in river? 2. Why were the tenders called for last fall afterwards withdrawn? 3. Is it the intention of the government to proceed with the immediate construction of said bridge? Mr. Oliver on Friday next will ask the premier:

1. Did Mr. J. P. Babcock accompany a deputation of salmon canners to Ottawa to visit the minister of marine and fisheries in respect to salmon fishing? 2. If so, did Mr. Babcock receive the consent of the government to proceed to construct a dam on the river? 3. Who paid Mr. Babcock's expenses on this trip?

Victoria, Feb. 12th, 1906.

The legislature to-day was occupied nearly all afternoon with the consideration in committee of various private bills, largely those relating to the incorporation of railway companies.

Another feature of the afternoon was the introduction of an amending bill to the School Act, which proposes a number of changes in the act with reference to rural school districts.

In view of the fact that C. W. Munro had been called away in consequence of the illness of his mother, T. W. Paterson was appointed a member of the committee to inquire into the Kaien Island land grant.

Prayers were read by Rev. W. Leslie Clay.

Petitions.

A petition was presented by J. N. Evans from Mount Slocan, praying for the passage of a bill for an eight-hour day among employes in and about smelters.

Another petition was presented by W. Manson from the V. W. & Y. Company with reference to the bill introduced to deal with Vancouver foreshore. The petition was as follows:

Whereas in the session of 1903-1904 an act was passed known as the False Creek Foreshore Act, 1904; and whereas the said act was amended by the revised statutes being put at \$15.

F. J. Fulton thought it would be unfair to those who had purchased at \$15 to lower the price.

J. R. Brown thought the price should be reduced. The value of the 1897 consolidated statutes was not now equal to what it was some years ago.

Mr. Henderson pointed out that Ontario has only \$8 for its statutes. Of course they were not got out in as good form as in this province.

The committee rose and reported the bill complete with amendment.

Private Bills.

The House went into committee on the bill to incorporate the Bella Coocha and Fraser Lake Railway Company, with Price Ellison in the chair.

T. W. Paterson objected to the following section: "2. The provisions of the Companies Clauses Consolidation Act, 1897, shall apply to the company and to the undertaking authorized hereby so far as they are expressly varied or excepted by this act, or as any of such provisions are repugnant to or inconsistent with the provisions of this act, or the 'British Columbia Railway Act,' as incorporated in this act, in which case the provisions of this act or of the said Railway Act as so incorporated herein, as the case may be, shall, to the extent of such repugnancy or inconsistency govern."

Mr. Patterson said that when the Railway Act was passed it was understood that the object was to reduce the railway legislation to something like uniformity. Companies came to the House seeking all kinds of powers under a railway incorporation. He moved that the section be struck out.

The motion was carried.

The committee rose and reported the bill complete with amendment.

On the second reading of the bill to incorporate the Kamloops & Yellowhead Pass Railway Company, J. F. Garden said that the road would open up a very desirable tract of country.

The bill passed its second reading.

Mr. Brown moved the second reading of two railway incorporation acts, the St. Mary's Valley Railway Company and the St. Mary's & Cherry Creek Railway Company. The first named went through a rich section of the country. The latter, Mr. Brown said, was a line 18 miles long, much of which had already been built. This was a lumber railway.

Both bills passed their second reading.

On motion of Price Ellison the bill to incorporate the B. C. Central Railway Company passed its second reading.

The bill to incorporate the Canadian Plate Glass Insurance Company passed its second reading on motion of W. G. Cameron.

On motion of Mr. Garden the bill relating to the Union Steamship Company of British Columbia passed its second reading.

The bill to incorporate the B. C. Northern & Mackenzie Valley Railway Company passed its second reading on the motion of W. Manson.

The bill to revise, ratify and confirm the Cowichan, Alberni & Fort Rupert Railway Company passed its second reading on motion of J. N. Evans.

On motion of W. R. Ross the bill to incorporate the Southeast Kootenay Railway Company was read a second time.

The House then adjourned.

Notices of Motion.

On Wednesday next Price Ellison to ask leave to introduce a bill intitled

which belonged to a power company incorporated under the Water Clauses Act. The attorney-general agreed with this. Mr. Paterson thought that the railway act should be amended so as to permit of railway companies generating electricity for their own use. Price Ellison agreed with this. He said that in the railway committee it was agreed that this was to apply only to power for their own line.

The section was accordingly amended by striking out all the words after the phrase for the purposes of the company and the end of the section. Mr. Paterson then took exception to the following section:

"21. The company shall, within six months after the coming into force of this act, deposit with the minister of finance and agriculture, the sum of five thousand dollars, either in cash or securities approved by said minister, as security that the company will expend not less than ten thousand dollars in surveys or construction of the railway before the 1st day of December, 1908, and in default of such expenditure the aforesaid deposit of money or securities shall be forfeited to and become the property of the government; and should such security, not be deposited as aforesaid, or should such expenditure not be made within such time, all the rights and privileges conferred by this act shall be null and void."

He wanted to know of the finance minister if this section which was in the act, had resulted in the receiving of a single dollar to the treasury of the province. The section was not acted upon and he could therefore see no reason for bringing it in. If it were left in it should be lived up to.

The attorney-general proposed that Mr. Paterson should proceed to amend the Railway Act in the line suggested.

The bill to incorporate the Canadian Plate Glass Company was committed, with Price Ellison in the chair.

The committee rose and reported the bill complete.

The bill relating to the Union Steamship Company of British Columbia was committed, with W. Manson in the chair.

The bill was reported complete.

The bill respecting the B. C. Northern & Mackenzie Valley Railway Company was committed, with Geo. E. Fraser in the chair.

The committee rose and reported progress.

The bill to revise, ratify and confirm the Cowichan, Alberni & Fort Rupert Company Act was committed, with R. Hall in the chair.

The committee rose and reported the bill complete.

The bill to incorporate the Southeast Kootenay Railway Company was committed, with Dr. Young in the chair.

Mr. Paterson objected to the following section:

"The company may within the district of Southeast Kootenay acquire by purchase coal and oil lands, or interests therein, and sell or otherwise dispose of the same."

He said that the granting of this privilege should be limited to coal practically given the railway company control of the coal business for a belt on each side of the line.

W. R. Ross thought that the section should be amended so that the company might form a subsidiary company to handle the mining end of the business. That being the fact, the legislature might just as well give the privilege to the company to do it under the name of a subsidiary company.

Mr. Ross pointed out that the Dominion parliament in granting incorporation to railway companies gave extensive privileges to these bodies.

Mr. Paterson and Mr. Carter Cotton alluded to the fact that these privileges were all related to the work of the railway.

Mr. Paterson further pointed out that if the right to enter into the coal mining and oil production business had been granted it would result in the company being able to force the other holders of coal lands adjacent to the line of railway to sell out to the company at its own price.

Price Ellison said that this section was discussed in the railway committee. It was felt by the majority of those composing the committee that the section might be allowed to stand.

Mr. Paterson was seeking to acquire the right to build the railway held large blocks of coal lands in the district. The power to deal in these constituted one of the purposes for incorporation. If it resulted in the building of the railway the province would reap a great benefit. If it did not result in the road being constructed no harm would be done.

The section passed.

The bill was reported complete.

Vacancy on Committee.

Hon. R. G. Tatlow called attention to the fact that one of the members of the committee investigating Kaien Island land grant had been called to leave the city. He therefore suggested that the leader of the opposition name another member from his side of the House to take the place of C. W. Munro.

J. A. Macdonald said he had been contemplating moving in that direction, and proposed that the standing rules be suspended in order to move that T. W. Paterson be named on the committee. This motion carried and Mr. Paterson was appointed.

The House adjourned until tomorrow.

Notices of Motion.

By John Oliver to move, upon consideration of the report on the bill intitled "An act to incorporate the Royal Institution for the Advancement of Learning of British Columbia," to add the following new sections:

"1. Nothing contained in this act shall be deemed to confer upon 'The Royal Institution' any prior or exclusive

privilege."

W. Manson presented two petitions from Vancouver, one from the Vancouver Gas Company against the proposed amendment to the Vancouver City Act relative to compelling information to be given to the assessor. The other was from residents of Vancouver with reference to the foreshore act in Vancouver.

The petitions, together with the one presented by J. N. Evans the day previous, urging that the bill for an eight-hour day in smelters, were received.

New Bill.

Price Ellison introduced a bill for



Belding's Silks are the toughest, strongest, smoothest silks for hand, machine and embroidery work.

Belding's Spool Silks

have been favorites with tailors and dressmakers for 40 years. Undoubtedly the best.

Sold by all Dealers.

RESTORED TO MANHOOD

Advertisement for Dr. Kennedy & Kergan's medicine, featuring an illustration of a man and text describing the treatment of various ailments.

FOR SALE—If you want an incubator or brooder, send your name and address to Box 194, Victoria, B. C. Your own time to pay for them. We pay freight.

Notice is hereby given that, sixty days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land, situated in Kitsumkalum Valley, on the north side of Steema River and east of Kitsumkalum River, and beginning at post marked A. H. Price, thence running 40 chains north, thence running 40 chains east, thence running 40 chains south, thence running 40 chains west, more or less, containing 160 acres, more or less.

ROBERT DONALDSON, Aberdeen, B. C.

the extermination of wild horses.

Out of Order.

John Oliver moved the following resolution:

"That an order of the House be granted for a return of copies of all orders in council passed since the 30th of June, 1903."

The Speaker ruled this out of order. Mr. Oliver said he would not step up the time of the House in discussing the question. He would withdraw the motion and ask leave to present an address to the lieutenant-governor, praying for the information.

Return.

J. N. Evans moved the following resolution:

"That an order of the House be granted for a return of the report made by C. J. South respecting the slave trade in girls at Cape Mudge and other districts."

Questions and Answers.

Mr. Oliver asked the chief commissioner of lands and works the following question:

Does the intention of the government consider that the letter received from Mr. F. G. Vernon, president of the Pacific Northern and Omineca Railway Company, enclosing a copy of a letter from Mr. W. G. Pinder, C. E. and P. L. S. stating that, acting under instructions from Mr. Vernon, he had relocated the line for three-quarters of a mile and cross-sectioned the same, and that he had three-quarters of a mile of right-of-way cleared for a width of 300 feet, and that a gang of men were engaged grading and building culverts is sufficient proof that the company has complied with sub-section (b) of section 2, chap. 55, 1902?

R. F. Green replied as follows:

"The government has not as yet considered the matter."

Mr. Oliver asked the premier the following question:

Does the intention of the government consider that the hon. the attorney-general shall again visit England for the purpose of arguing the appeal in the case of the attorney-general of British Columbia vs. the attorney-general of the Dominion (Deadman's Island appeal)?

Hon. Mr. McBride replied as follows:

"The matter has not yet been considered by the government."

Mr. Oliver asked the premier the following questions:

1. Did the premier or the finance minister make any statement with respect to the intention of the government to purchase the land in the Midway & Vernon railway question as to whether the Midway & Vernon Railway Company were or were not entitled to a subsidy under the terms of the "Midway & Vernon Subsidy Act, 1902"?

2. If so, what was the statement or statements made, and by whom and what person?

3. For what reason were such statements or statements made?

Hon. Mr. McBride replied as follows:

"1. and 2. While in Montreal the finance minister stated in reply to an inquiry by the general manager of the Bank of Montreal that the government had informed the holders of the Midway & Vernon railway charter that the government was not prepared to admit the liability of the province under the Midway & Vernon Subsidy Act until a reference had been made to the court."

"3. In reply to an inquiry on the subject."

In addition to the replies to the question the premier said that he had had from

WAS ATTEMPT MADE TO HOLD UP MR HAYS? Mr. Bodwell Told Him He Was Compelled to Pay Nothing--Hon. Mr. Green on the Stand.

(From Wednesday's Daily.) The Kalen Island investigation was continued before the select committee of the legislature last evening in the parliament buildings. All the members of the committee were present--Chairman J. F. Garden, J. A. Macdonald, W. Paterson, W. R. Ross and Dr. Young.

Witness said he might have. He met him twice in Seattle. The first time was about two years ago. "That was about January 10th, 1904, when you were on your way to Victoria to attend the Legislature after the Christmas adjournment."

Witness said he did not get that telegram. He had not asked for it. He had seen one sent to Mr. Bodwell. He could not understand Mr. Bodwell's statement that this telegram was received. The land was given in order that the G. T. P. terminus should be located there.

AMENDMENT TO THE SCHOOL ACT ONE TRUSTEE BOARD IN MUNICIPALITIES Changes Proposed in Measure by Minister of Education Largely Affects Rural Districts.

George Beatty, a Former Emigration Agent, Now in Victoria. Among recent arrivals from the Northwest is George Beatty, an extensive rancher of the prairie province. For some years Mr. Beatty had been in the government employ as an emigration agent, and in this capacity made several trips to the Old Country.

Fruit Cures Constipation "Fruit-a-tives" cure Constipation because they are made of fruit. Constipation comes from just one cause--lack of bile. It is the bile--flowing into the intestines--that causes the bowels to move.

LOCAL WINE ON THE TRIP OF THE CZA... Evidence Given by Capt. Campbell and H. Valencia... (From Wednesday's Daily.) When the Valencia proceeded yesterday Charles Harris and the took the stand and gave same account of the as had previously been given by Capt. Troup.

Mr. Bodwell said that he had not seen Mr. Hays since he had left Seattle. He did not know where Mr. Hays was now.

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LOCAL WITNESSES ON THE STAND

THE TRIP OF THE CZAR AND SALVOR Evidence Given by Captains Harris and Campbell and H. F. Bullen at Valencía's Inquiry.

(From Wednesday's Daily.) The Valencía inquiry resumed proceedings yesterday afternoon. Capt. Charles Harris, of the steamer Salvor, took the stand and gave practically the same account of that vessel's cruise as had previously been recounted by Capt. Troup.

Answering Capt. Gaudin, witness said it would have been impossible for his ship's boats to have communicated with the wreck on Wednesday morning. He didn't think that a vessel could have used her anchors effectively in such a sea. If any aid had been given the ship under such conditions it would have had to come from the land side. He wouldn't like to say whether a properly equipped lifeboat, such as used upon the Great Lakes, could have successfully reached the Valencía on the day of the Salvor's arrival. Providing a person had got into a correct position a raft might have been drifted to the stranded ship. Taking the westward trend of the current into consideration, however, the chances were against the success of such a scheme.

Continuing, Capt. Harris said he had seventeen years' experience upon the coast, fourteen of which were spent in the capacity of master. For nine years he was engaged in sealing, but that he knew something of the handling of small boats. In his opinion it would be more possible to render aid on the west coast on low tide than at high water. He could not explain the reason for this fact, but it, nevertheless, was true that the sea never appeared to be so heavy at low tide as at other stages.

Questioned by Capt. Newcomb, witness said he couldn't believe that anything could have reached the Valencía wreck on Wednesday. A ship, properly equipped with life-saving appliances, might have made the attempt, but whether the effort would have been successful was another matter.

To C. H. Lugin witness reiterated the statement that nobody aboard the Salvor thought there was life on the wreck. He didn't think anything could have been done even if all had been aware that there were still people on the wreck. The Egeria's crew tried to make a landing off Darling river.

Speaking of currents, witness said that between the Columbia river and Flattery there was a strong set in a northerly direction during the winter months. Of the light on Carmanah witness said that it could not be seen from the westward, but that at that point could not be easily distinguished from the same direction. In his experience the Cape Flattery light was much better than that at Carmanah. The light at Cape Beale was much more satisfactory.

An improvement might be effected by placing a good horn at the point, and whether, in his opinion as a navigator, there should be a stronger light at Carmanah, witness answered in the affirmative. There should also be a light or horn placed at Sheringham Point.

With regard to a life-saving station, Capt. Harris suggested that the best location would be either Clo-oose or Carmanah. These two places had advantages over any other point on the coast.

To A. E. McPhillips he said he took charge of the Salvor on the 1st of November, 1905. He first heard of the wreck at 3 o'clock on Tuesday. Half an hour later the crew was ready for sea. Any delay was caused, he thought, by waiting for the arrival of a doctor. The run from Victoria to where the Valencía lay took about six hours. At the time the Salvor drew thirty feet six inches. The wreck was sighted at 8.30 o'clock on Wednesday morning. His steamer lay about two miles from the stranded vessel. He supposed it would have been possible to get closer. Had he known there was life aboard he would have gone closer and done everything possible to aid them. He heard the conversation between Capt. Troup and Capt. Christensen, of the Queen, and the latter reported that no life could be seen on board and that what appeared to be pieces of canvas were flying from the rigging. He wouldn't have authorized an attempt to reach the wreck by means of a raft. It was impossible to say whether Capt. Johnson could have seen the lights of Flattery or Cape Beale on the night of the disaster.

J. H. Lawson interjected a remark here to the effect that the second officer had already given evidence stating that no lights were seen or horns heard just previous to the wreck. Chas. Campbell, master of the Queen, was next called. He had 33 years' experience upon the coast.

Answering Capt. Gaudin, witness expressed the opinion that it would be unwise for any small boat to attempt to make a landing at any exposed point on the west coast of Vancouver Island.

This Capt. Gaudin said was most important. What was wanted was to locate a point for a life-saving station. Continuing, witness told of his trip to the scene of the wreck by the tug Salvor. Upon arriving at Carmanah he was informed that the Valencía wreck was at Seabird Islands. About ten miles from Carmanah they

Saw the Queen put her helm hard-a-port and stand in about half a mile. Then the steamer backed out and, as the Carz passed, Capt. Christensen and witness were told that the wreck was "in there" pointing towards the shore. They stood in to within three-eighths of a mile, thereabouts, of the stranded vessel. Taking the glasses they scanned the ship most closely for about fifteen or

twenty minutes. Neither Capt. Christensen nor witness could see any life, all that was discernible being something flying from the rigging. Capt. Christensen had asked witness what he thought of it, and he said what could be made out might be people wrapped in blankets. The sea was getting heavy about that time and when the tug was within three feet of water in the hold, going to the Salvor they had reported and, upon instructions, proceeded to the steamer Queen.

Witness said that he couldn't make much out of what those aboard the steamer Queen said as two or three persons tried to talk at once. Capt. Christensen had said that they reported there was life aboard and that they had heard a gun fired. But the captain hadn't taken much "stock" in what the Queen's people said, believing that they couldn't have made more than the Carz because the tug had been much closer. The captain also thought those of the Queen were excited and "talked for the sake of having something to say." The only explanation he could give of the Queen's having made life was that the weather was clearer when she went in than at the time the Carz investigated.

The tug then proceeded to Bamfield and the dispatch of the boat to Sechart by Capt. Troup, with the assistance of the whaling boat Orion.

Proceeding, witness recounted the trip to Bamfield and the dispatch of the boat to Sechart by Capt. Troup, with the assistance of the whaling boat Orion.

To Mr. Lugin witness said it would have been impossible to render any assistance on Wednesday morning had the Queen's people been available. He confirmed what had been said by previous witnesses with reference to currents. He advised the installation of strong, heavy for horns at Carmanah and Cape Beale. A horn would also be of advantage at Sheringham Point.

To Mr. McPhillips witness said that the Carz drew thirteen feet six inches. He couldn't explain why Shelter Eight had been named. It was not a protected spot.

H. F. Bullen, secretary of the B. C. Salvage Company, when called stated that the Dominion government granted a life boat to approach the maintenance of a vessel with a suitable salvage plant for use in case of emergency. This did not include life-saving appliances. The Salvor was equipped with three boats and one wooden boat. This was not included in the contract. The bonus, witness explained, was not granted for life-saving purposes but for salvaging wrecks.

However, that life should be first considered, and when Capt. Harris had been appointed as master of the Salvor he

Gave Him Explicit Instructions to that effect. He believed that there were three vessels bonused by the Dominion government for a similar purpose upon the coast.

Questioned by Capt. Gaudin, witness told of the Carz's report on Wednesday morning, of the conference which followed and of the determination to go to Bamfield and endeavor to send assistance around by trail. He also related a conversation with Capt. Troup, before a start was made, in which the latter said he felt he should go to Bamfield and see if there were any life in the rigging. He understood the latter to say that there was no life in the rigging.

The court then adjourned for lunch. When the commission inquiring into the Valencía wreck reassembled after lunch yesterday afternoon J. W. Lorimer was put on the witness stand to clear up a point in his evidence. He explained that he understood Capt. Christensen to say that there was something in the rigging, but he could not say whether it was life or otherwise.

P. Goodenrath put in a picture of the scene of the wreck taken by him on the morning of Thursday after the wreck. He was asked if the men-of-war men made any effort to land or reach the wreck, and replied in the affirmative. Their boat went within thirty or fifty yards of the wreck, and returned with the report that there was no life apparent on the wreck. The crew made another attempt to land at a point where some provisions for the Egeria men would take it on shore, and when the Topeka was rowed up to the Lorne it was suggested that they should put the barrel in the surf as far as possible, and let it drift ashore. The Egeria men were asked to assist in the work, but the Topeka crew would not do so. Hinkson Siddall deposed that he was on board the Carz on the day of the wreck and the weather was very rough. He had hoped that the Carz could be of some assistance, but that the weather was too bad, and they could do nothing in the way of rescue work. He believed they approached within half or three-quarters of a mile from the wreck. The captain of the Carz communicated with both the Queen and Salvor twice. He understood that Capt. Christensen had said that there were some signals from the wreck, but he could not say what they were. At Bamfield Capt. Christensen told Capt. Troup that he did not believe there was any life on the wreck. From a conversation he heard between Capt. Troup and Capt. Campbell, the latter appeared to be positive that there was life on the wreck. Capt. Troup said he would write a letter to the Sechart people to have Orion sent out. This letter was given to the Orion by the captain of the Carz, after which the latter continued on her course.

Repeating, Mr. Bullen said he was quite within his rights. Capt. Gaudin ruled the question out of order.

This concluded Mr. McPhillips' cross-examination, and Mr. Lawson asked whether the boatman's party had expressed a desire to accompany any rescue party to the wreck. Witness replied in the affirmative.

An adjournment was taken until 10 o'clock this morning. The commissioners appointed to enquire into the wreck of the steamer Valencía resumed the investigation this morning at the court house. There were no witnesses on hand at the time the court sat, and some delay was thus occasioned. Finally Harry Cook took the stand. He deposed that he was a diver, and went to the wreck on the Salvor. On arriving at the wreck he

land a party of rescuers, which was the purpose of the trip.

Next morning at daylight a rescue party was formed for the relief of those on the beach. The trail was in very bad shape, but they followed the telegraph line. At places they had to swim to leave this trail and struggle across the streams on logs or anything they could find. The party had some very hard work and were badly exhausted.

"How near did you get to the wreck?" asked Capt. Gaudin. "Witness estimated that the Salvor got within two or three miles of the wreck. By means of glasses he could see the mark of the wrecked vessel, but there was no sign of life on board. Capt. Christensen also supported this statement, saying that what he saw was some canvas floating. Capt. Troup said that if there was any life on the wreck it should be investigated, and arranged for the Orion. The general opinion was that there was no living soul aboard the vessel.

"Was it possible to render any assistance from sea?" was asked. "Witness described the high seas that were running at the time. It would be simply manslaughter to have sent in a boat's crew. A. E. McPhillips witness said that no ordinary life boats or raft could get in to the rescue of the Valencía, even if there had been lives on board the wreck. The only thing that he could see was the mark of the wreck, and that might have stood by to pick up any possible survivors.

Capt. Gaudin asked how the men on shore acted—the linemen, etc. Witness said that, with the exception of the linemen, they did not do much. He mentioned Mrs. Patterson, Cape Beale. Although in a critical condition this lady stopped up day and night during the rescue work. Witness described the trail as in a wretched condition, practically undefinable, and the work of getting over it so hard that every member of the party was overcome. The women and others did nothing but throughout and shared their last bit with the survivors. No men could work harder than they did.

C. H. Lugin suggested that the conduct of Mrs. Patterson was worthy of the highest commendation, and that he intended to mention the matter in his report to the department at Ottawa.

Capt. Gaudin and the commissioner were then asked to check up on the enquiry adjourned to Friday at 10 o'clock.

CITY TRUSTEES OPPOSED TO BILL

APPOINT COMMITTEE TO MAKE A PROTEST

Properly Conducted Fire Drills Must be Held in Schools—Preparing for Convention.

At a meeting of the city trustees held last evening, the trustees expressed their opposition to the proposed university bill, and decided to leave the matter to the superintendent to arrange.

Supt. Eaton next drew attention to the disreputable appearance of Rock Bay school. Referred to the building and grounds committee, Trustee Mowat stated that he would be glad to hear the superintendent recommend that the school be closed.

Chairman Huggett then introduced J. J. Dougan. The latter read part of the programme that had been prepared for the convention of the school trustees' association.

Chairman Huggett asked for suggestions, but the only one was that of trustee Dr. Hall, who recommended that all children of a certain deformed class be removed from the schools.

Chairman Huggett then reported that on Tuesday evening a social gathering will be held which will be attended by members of the Education Mayor, aldermen and clergy of the city. The meeting will be held by B. C. School Trustees Association in assembly room of the High school.

Trustee Mowat moved, seconded by Dr. Hall, that a deputation be appointed to wait upon the government and express its strong disapproval of the McGill University bill now before the House.

The motion carried unanimously, and it was arranged that the mover, second and chairman should constitute the committee.

Trustee Miss Cameron wanted to know from the superintendent what governs the action of transference of pupils from one school to another. She wanted to know what applications had been granted and others refused. She believed that the question of boundary lines should be adhered to or else the door of every school be thrown wide open.

Secretary Eaton said he could deal better with individual cases. Trustee Lewis thought it in the best interests of all schools that the principal losing the pupil should always be consulted before the transfer.

Trustee Miss Cameron moved that the superintendent see that properly conducted fire drills be held every month. Someone should be responsible for this.

Trustee Miss Jenkins said it was news to her that the drills were not carried out. Secretary Eaton said in so far as he knew they were.

Trustee Miss Cameron said that she had visited the Central school and had found the fire equipment in an unworkable condition. Secretary Eaton said that he will again write to the principals informing them that the board insisted on regular drills being held.

This finished the business and the meeting adjourned.

CITY TRUSTEES OPPOSED TO BILL

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CURRENTS ON NORTHWEST COAST

THE INSHORE EDDY HAS MANY DANGERS

George Davidson, of United States Geodetic Survey, Writes Interesting Article on Subject.

In view of the peculiar interest attaching to the currents and conditions on the southwest coast of Vancouver Island...

Some years since we sent to the hydrographic bureau of the navy department a chart of that region to show the location of many wrecked vessels...

This inshore eddy current runs to the northwestward, while the main Pacific current outside runs from the northwest...

It would appear that the traditions of navigators to the northern ports have been brought down through several decades...

That was sound advice before we had lights and light ships, fog horns and sirens from Tillamook rock to Flattery rocks and Tatoosh Island.

In avoiding the dangers in the approaches to Puget Strait from the south in thick weather American and British vessels were so frequently carried to the Vancouver shore to their destruction...

When Mr. Smith landed from the boat he stepped upon the trunk of a redwood.

Furthermore we have traced the movement of this current by the drift of the stern post of the steamer General Warren from the mouth of the Columbia to the river Copalis...

Another recommendation asks for a survey of the fishing banks to be carried on by experts with a view of showing the limits of deep sea resources of the province...

Reference is made to the danger of overcrowding canneries on the Skeena river, Rivers Inlet and other northern localities, which the commission regarded as somewhat serious...

The report closes with recommendations of more powerful snag boats on Skeena river.

Similar conditions, or a combination of conditions, may exist on the northwest coast toward Tatoosh Island, Vancouver in the discovery in 1782 found his vessel sailing to the northwest...

This is the current which, when it passes Flattery rocks, under ordinary conditions of tide and weather, tends to throw its water upon the southwest shore of Vancouver Island.

We have absolute faith in the existence of this inshore eddy current, moving along the coast to the northwestward against the ordinary northwest winds and swell, and aided in winter by southerly gales.

to throw its water upon the southwest shore of Vancouver Island. It may be aided by the large-ebb current coming out of the deep broad Fucus Strait with a strength of three or four knots per hour, or it may be turned inward by the in-running flood current.

The Dominion of Canada has published the results of experiments made by Canadian vessels upon the set and strength of the currents at the entrance to Barclay Sound, lies forty nautical miles N. 25 W. true, from the Umatilla light ship; and thirty miles N. 40 W. from Tatoosh Island lights.

With hesitancy we suggest that the navigator bound northward under steam might well consider the propriety or necessity of making, the Tillamook fog signal, that of the Columbia light ship, or that of the Umatilla light ship.

Off Flattery rocks and the Umatilla reef there is a plateau from twenty-five to fifty fathoms in depth, extending seaward five miles, when the bottom drops suddenly to one hundred and fifty fathoms.

That a vessel bound north (true) and passing the Umatilla light ship and whistle (which lies in twenty-six fathoms) two miles west (true) from the Flattery rocks, will soon deepen her water to one hundred fathoms when three miles west (true) from Tatoosh Island.

The Dominion of Canada is fully aware of the dangerous coast of Vancouver Island between Port San Juan and Cape Beale, and in the notices to mariners has published a small sketch chart to point out the location along the coast of the "rotten boards," which is given information to shipwrecked mariners where help may be had.

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It is gathered our proofs for the movement of this eddy current our colleagues of the United States coast and geodetic survey, making a topographical reconnaissance of three hundred miles of the coast from Creswell Bay to Cape Flattery, had discovered these redwood trunks and logs along the whole shore line, and we have further proofs of their drift to the east of Alaska in 14 40.

Furthermore we have traced the movement of this current by the drift of the stern post of the steamer General Warren from the mouth of the Columbia to the river Copalis; and of cement barrels from the Tillamook rock lighthouse eighty miles farther up the coast.

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PRESIDENT LOUDON DENIES CONTENTION

TORONTO DID NOT REFUSE AFFILIATION

Endorsed General Scheme Two Years Ago—Deputation Before Executive This Morning.

The most important development in connection with the discussion over the establishment of a branch of McGill University in this city, since the major first became public property took place Wednesday, when P. C. Wade, K. C., of Vancouver, read before the executive a telegram he had received from President Loudon of Toronto University.

The dispatch was in reply to one sent by Mr. Wade inquiring if the report circulated on behalf of McGill that Toronto had refused affiliation with western schools was correct.

The reply of the head of Toronto effectively disposes of that contention, and shows that Toronto was just as ready as was McGill to affiliate with the western schools.

The telegram was as follows: Toronto, Feb. 13th, 1906. F. C. Wade, Vancouver. Affiliation Vancouver never refused. Two years ago I recommended a general scheme of affiliation of schools in the West, and the senate approved it.

This telegram was read by Mr. Wade at this morning's meeting, and was afterwards perused by the different ministers.

All the executive were present Wednesday evening, the chief commissioner. The case for a provincial university was ably presented by F. C. Wade, K. C., and Geo. Cowan, K. C., the other members of the committee.

Their argument was along lines which are now familiar to the public. They held that the scheme had been hatched unknown to the trustees of McGill, who had to provide the money, that it provided nothing additional to what the high school already enjoyed in the way of advanced education, and that it was not only unfair to the Eastern universities and their graduates, but precluded a proper provincial seat of learning from being established.

This latter point was disputed by the members of the government and the deputation there upon asked them to show their bona fides by setting aside a large portion of crown lands for a state university and selecting a site. If this were done they would withdraw their opposition.

The government as usual promised consideration.

Provincial Auction Sale. Pure Bred Live Stock to Be Sold at New Westminster.

The first annual provincial auction sale of pure bred live stock will be held at New Westminster, on Wednesday and Thursday, March 21st and 22nd. The sale will be conducted under the control of the executive of the B. C. Stock Breeders' Association.

There will be offered for sale 100 head of cattle, besides horses, sheep and swine. According to the association's booklet it is expected there will be offered for sale 30 to 35 young bulls of the Shorthorn, Angus and Hereford breeds, along with a similar number of heifers and cows of the same breeds.

It is also expected that a large number of the dairy breeds, including Jerseys, Holsteins and Ayrshires, Bulls from one to four years of age, cows in milk, and young heifers, will make a variety to meet the wishes of any buyer.

Anyone desiring to register horses, sheep or swine may do so by sending in entry form, properly filled, and by complying with the ordinary rules governing the sale.

ed on the Fraser river boats, and it is expected that reduced rates will also be obtained from the Great Northern railway. Purchasers are expected to render every assistance in caring for the stock and loading them for shipment after the sale is over, and if they are to be delivered to them by rail, will be expected to take charge of stock as soon as the association car reaches the destination of such animals.

The booklets direct that for all particulars of the sale application should be made to F. M. Logan, secretary of the department of agriculture. The objects of the sale are set forth as follows: "In various parts of British Columbia there are breeders of pure bred live stock, of good type and quality. Each breeder has for sale several good animals every year, but not a sufficient number to draw buyers from a distance. By the breeders make it sufficiently large to attract buyers, and in this matter we hope to conduct a sale with the least possible expense to the contributors, and to buyers from all parts of the province. At the same time it is our desire to bring to the attention of the public, under the most favorable circumstances, the good animals may be obtained at moderate rates, and the live stock improved in every part of British Columbia."

FARMERS CHARMED WITH VICTORIA AND ARE PURCHASING MUCH LOCAL PROPERTY

Residents of Prairie Provinces Anxious to Obtain Real Estate in British Columbia Capital.

Victoria is now enjoying the results of the extensive advertising her climatic, scenic and other attractions have received during the past few years through the Tourist Association and from other sources.

Some Interesting Comparisons Made by the Meteorological Office on Climate Locally.

Victoria's sunshiny weather in recent weeks has been the subject of so much comment that a little official information on the matter will no doubt prove of wide general interest.

The records of the last 32 years show that the mean annual precipitation in Victoria is about 33 inches, and the monthly distribution is as follows:

Table with 2 columns: Month and Precipitation (inches). Rows: January (4.5), February (3.4), March (2.6), April (1.9), May (1.1), June (.9), July (.8), August (.7), September (.7), October (.6), November (.4), December (.5).

During the above named period the annual precipitation has in 22 years been below and in 11 years above the average of 30 inches, the heaviest fall being 52.12 inches in 1893, and the lightest 17.75 inches in 1874.

The last heavy year was in 1899, when a total fall of 52.12 inches was recorded, since then the fall, as will be seen, has been steadily below the average:

Table with 2 columns: Year and Precipitation (inches). Rows: 1900 (24.70), 1901 (26.14), 1902 (26.45), 1903 (26.62), 1904 (26.53), 1905 (22.96).

The precipitation this year has so far been unusually light, in January only 2.56 inches, and this month, up to the 14th inst., has been practically dry, only .01 inch (fog) having been recorded.

In former years in this month there have been several dry periods; in 1873, 13 consecutive days; in 1875, 12 days; in 1880, 17 days; while in 1884 there was a remarkable drought of 39 consecutive days, from January 12th to February 20th.

MUNICIPAL QUESTIONS. Representations Made Before the Standing Committee of the Legislature.

BE SURE OF YOUR SEEDS

The mania for cheapness has encouraged seed houses as well as manufacturers to cheapen their products for the sake of a cheap price. With all Nature ready to respond to the right sort of energy, you can't afford to waste a whole season's work by planting poor seeds.

If you ask your neighbor he will tell you to get

Steele, Briggs Seeds--The Kind That Grow

based on 35 years' experience for doing things right. Our seeds are the best of their kind and no consideration of profit will make us lower the standard. We want your trade next year as well as this, and those who watch results will stand by the seeds they know to be good.

Our seeds are sold by leading merchants in Canada. Send for our illustrated and descriptive Catalogue (free); it tells all about them.

THE STEELE, BRIGGS SEED COMPANY, LIMITED TORONTO, HAMILTON, WINNIPEG, Man.



Builders' Hardware AND General Hardware

THE INGHAM TYE HARDWARE CO., LD. 32 and 34 Yates Street, Victoria, B. C. P.O. DRAWER 613. TELEPHONE 69.

to the population of Victoria from Manitoba this spring.

VICTORIA'S WEATHER IS UNUSUALLY FINE

A GREAT OFFER

Regular Price \$3.15

Regular Price \$1.00

Regular Price \$1.00

Regular Price \$6.15

OR The London Times Weekly and either one of the others For \$3.30

A great chance to obtain England's greatest weekly, British Columbia's greatest paper and a world-renowned magazine at a bargain. Annual subscriptions only, payable in advance, to F. S. Wright, Canadian Agent, the Times, Ottawa, Ontario.

control of the selection, thus giving local control to the board.

It was also urged that power should be given to reduce the number on the council. The deputation was informed that the committee had dealt with that phase of the question.

Mr. Mann and Aid. Fell appeared also before the committee and urged changes in the law as agreed upon by the Victoria city council. This included a request to alter the number of aldermen to 10 so as to allow of five wards being made.

It was also asked that power should be given to appoint an acting mayor in the absence of the mayor, so that the acting official should have all the powers of the mayor.

THE BRITISH COLUMBIAN UNION

The Grading of Municipal Classes on the Basis of Suggestive

(From Saturday) The extension of the British Columbia municipal classes has been a busy day, and several days past, members yesterday, and the members have left Westminster with the new amendments to the Clauses Act as would be expected.

SATISFY YOURSELF

By looking at any horse wearing our harness, our samples are no better. They can't be, because any harness that leaves our hands is as good as it can possibly be made in durability, in finish and in style. Our prices are as low as is consistent with the quality.

B. G. Saddlery Co., Ltd.

44 YATES ST. VICTORIA, B. C.

In pursuance of Section 3a, Sub-Section "B" of the Municipalities Incorporation Act, we hereby give notice that an application will be made to the Lieutenant-Governor in Council for Letters Patent under the Public Seal to incorporate into a District Municipality, under the name of the Municipality of Oak Bay, those certain parcels or tracts of land situated in the District of Victoria, in the Province of British Columbia, described as follows:

That part of Victoria District, commencing at N. W. corner of Section 31, thence easterly along the northern boundary line of said Section 31 to a point where said Section line touches the Coast line of Cadboro Bay, thence southerly and then westerly along the coast line following the sinuosities of the coast, and along the eastern boundaries of Sections 31, 32, 33, 34, 35, 36, 37, 38, and 39, and the southern boundary of Section 40, and the southern boundary of Section 41, to a point of commencement at the eastern boundary of the City of Victoria, where the same touches the coast.

W. F. WERNIE, F. M. RATTENBURY, Solicitor for the Applicants.

FIRST AID TO THE DOCTOR

What your physician wants for you will be yours if it's ordered here. Our assistance is as low priced as first-rate products will permit. See our line of Toilet helps.

Gyrus H. Bowes, Chemist

98 Government St., Near Yates

MINERAL ACT. (FORM F) CERTIFICATE OF IMPROVEMENT NOTICE.

Edison Mineral Claim, situated in the Quatsino Mining Division of Rupert District.

Notice is hereby given that, sixty days after date, we intend to apply to the Chief Commissioner of Lands and Works to purchase the following described property: Commencing at the southeast corner post on Dease Lake, Cassiar, near Fort St. John, thence east 28 chains, thence south to the lake shore, thence following the lake shore to the point of commencement, and containing 160 acres more or less.

\$1.00 PER CANA

VOL. 35.

PROPOSED CHANGES IN MUNICIPAL CLASSES

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