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PROVINCIAL PARLIAMENT.

Wednesday's Proceedings.

[From Our Own Correspondent.]

Mr. Speaker took the chair at 2 p.m. Prayers by Rev. Arthur Beanlands.

Mr. Duck moved the third reading of the National Electric Tramway Bill. Bill read a third time and passed.

Mr. Cunningham moved the third reading of the Fraser River Gold Gravels Syndicate Co. Bill. Bill read a third time and passed.

The report of the Shuswap & Okanagan Railway Bill was adopted. Bill read a third time and passed.

The report of the Columbia & Kootenay Railway was adopted. Bill read a third time and passed.

The report of the Vancouver City Bill was adopted. Bill read a third time and passed.

House went into committee on the London Canadian Insurance Bill, Mr. Smith in the chair. Committee rose and reported complete with amendments.

Mr. Haslam asked that the second reading of the Timber Marking Bill be discharged. Carried.

Mr. Orr moved the second reading of the B.C. Jockey Club Bill. Bill read a second time and committed, Mr. Tolmie in the chair.

Hon. Mr. Davie took exception to these people, the three gentlemen named in the bill, monopolizing a title which was already in existence. He could not see what right they had to form themselves into a body corporate and call themselves the British Columbia Jockey Club.

Mr. Robson asked that the committee rise and report progress and ask leave to sit again as His Honor the Lieutenant-Governor was waiting to enter the House. Committee rose and reported progress and asked leave to sit again.

Mr. Ladner asked the Speaker to call the Attorney-General to order for crossing the floor of the House.

Mr. Orr asked the Speaker to request the Attorney-General to apologize. Apology received and filed, amid much hilarity and many humorous remarks.

His Honor the Lieutenant-Governor was announced at this point. Mr. Speaker left the chair and His Honor took his seat on the throne.

The clerk then read the titles of the following acts, to which His Honor, in the name of the Queen, was pleased to assent: An act to amend the Legal Professions Act; an act to amend the Land Registry Act; an act to amend the Supreme Court Act; an act to incorporate the Columbia & Kootenay Railway and Navigation Co.; an act to grant a certain land subsidy in aid of the Columbia & Kootenay Railway; an act to assist the Shuswap & Okanagon Railway Company.

The House again went into committee on the Jockey Club Bill.

Mr. Martin rose and said he could not see what harm there was in calling it the B. C. Jockey Club. It was the Mainland that kept the Island going and it was the most important part of the country, and if they wanted a Jockey Club why couldn't they call it the B.C. Jockey Club?

Hon. Mr. Davie said that it should be called the Vancouver Jockey Club, and not the B.C. Jockey Club, as the members are all in that city.

Mr. Croft said he was sorry to see so trifling a matter take up the valuable time of the House to such an extent. If these people wanted their club called the B. C. it was no loss to let them do so.

Nearly all the members took a hand in the debate, the mainland and many of the island members supporting the proposed title. Committee rose and reported the bill complete without amendments.

Mr. Haslam moved several clerical amendments to the Nanaimo Telephone Bill and House went into committee on the bill, Mr. Grant in the chair. Committee rose and reported the bill complete with amendments. Report will be considered next Monday.

Col. Baker in moving the third reading of the Crow's Nest Railway Bill asked leave to make some slight clerical amendments to the bill. He entered into an exhanstive explanation of the necessity for those changes.

Hon. Mr. Beaven contended that this proposal was unquestionably out of order as it was not in the power of the House to make any such change. The House could not grant a power to the Crow's Nest and Kootenay Railway Company in excess of what they had asked for. Therefore the proposal before the House was entirely out of order. This railway company by the amendment asked for an extension of about sixty miles.

Hon. Mr. T. B. Humphreys at this point entered the House, the first time this session, and was saluted with applause from both sides of the House. A general handshaking took place. Mr. Humphreys looks very frail after his long illness.

Mr. Speaker said he would give his ruling on the Crow's Nest Railway matter next day. Third reading laid over.

Mr. Ladner rose to offer some slight amendments to the Agriculture and Horticulture Bill. Amendments read first and second time and passed.

Mr. Cunningham moved the adoption of the report. Report adopted and bill read a third time and passed.

House went into committee on the Election Regulation Bill, Mr. Cowan in the chair. The debate was very protracted and among other speeches made that of Mr. Cunningham was one of the most notable. He branded Mr. Duck's amendment to the act, to make canvassing before an election illegal, as a protective clause for rich men; it was unfair to the poor man. He related the case of two candidates who sent in their speeches to the same newspapers and the one speech was shoved in among the patent medicine ads. and mouldy notices, while the other came out fresh and fair, cousin-germain to the editorials. (Laughter.) It just amounted to this that the man who could pay the most got the most consideration.

Hon. Mr. Robson—But, didn't the candidate whose speech was shoved in among the half-dead "ads." gain the seat?

Mr. Cunningham—Well, yes, he did. (Roars of laughter.)

Hon. Mr. Robson—Well, that shows the futility of the argument of the honorable gentleman.

Mr. Cunningham, resuming, said there was of course some papers in the country that could not be bought.

Hon. Mr. Robson—Yes, there are papers and papers.

Mr. Cunningham—Exactly, and a good many of them would take care to profit by this bill.

A most lively and at some times stormy debate characterized the fight for this amendment, which was finally lost on a division of 12 to 10.

Mr. Cunningham characterized Mr. Orr's amendment to make the fine of $500, in clause 5, as an insult to the ministry, and hoped the members of the House would resent it when it came to vote.

Hon. Mr. Davie said Mr. Orr had forgotten to label his little amendment as a joke, which it undoubtedly was. He ought to have prefaced his remarks with "this is a joke."

Amendment lost.

Committee rose and reported the bill complete with amendments. House adjourned at 6 p.m. until 7 p.m.

EVENING SESSION.

On resuming business at 7.45 p.m., Mr. Tolmie moved the second reading of the Fire Arms Bill.

Mon. Mr. Brown said he expected a long speech on the subject from the honorable member. It was not often they had the pleasure of listening to that gentleman. He thought this more a matter of domestic economy, rather than for legislative consideration. He thought the bill would bear some some amendments.

Mr. Cunningham thought it would be a great hardship to fine a boy under sixteen for carrying a gun. Many boys of fourteen and fifteen were very handy with the shot-gun, and could knock over a crow in a style to do credit to Captain Bogardus. Those lads were of great use around a farm or in the bush.

Hon. Mr. Turner was in favor of the principle of the bill. Many boys around Victoria could be seen at certain seasons carrying guns nearly as big as themselves.

Col. Baker was also in favor of the bill.

Mr. Anderson thought the bill would meet with considerable approval in the country. He thought sixteen years was rather too long to keep the pleasure of carrying a gun from them; fourteen or fifteen was long enough. They might, however, be kept off the roads.

Hon. C. E. Pooley said he was quite in favor of this bill. In the district which he had the honor to represent a valuable mare was shot and killed by boys carrying guns. These young fellows were filled right up with hilarity and spirits, and did not care what they shot—chickens, turkeys, pigeons and everything else. They should certainly be restrained. By the time one could get out of the house to go after the young sports who had been depleting the poultry yard they were afar off among the rocks, and safe from pursuit. Bill read a second time.

House went into committee, Mr. Semlin in the chair. Hon. C. E. Pooley said this measure was to protect farmers from the incursions of bands of boys from the city going shooting on Sunday.

Mr. Cunningham—And why not men too?

Hon. Mr. Pooley—Because men have usually more sense than boys, and they must be restricted as they do great damage wherever they go in pursuit of their prey.

Mr. Cunningham—Well, then, if you would stop those boys going out on Sunday why not stop shooting on Sunday altogether?

Hon. Mr. Pooley—There is a law to that effect, but it is not enforced.

Hon. Mr. Beaven agreed with Mr. Cunningham's amendment to change the age from sixteen to fourteen. A boy of sixteen in this country was quite a lump of a fellow, and possessed of not a little "hoss" sense when it came to shooting, and he thought fourteen quite old enough. In the discussion of the eligibility of Indians as candidates for the police court under this bill there was a division of opinion, some saying that Indian boys might not be restrained from using their guns, others contending that they were as much amenable to the bill as white boys. The clause relating to Indians were passed without amendments.

Committee rose and reported the bill complete with amendments.

Mr. Haslam moved the second reading of the Coal Miners Bill. He said that a few years ago the accidents in the Vancouver Island mines were of such a nature as to cast a gloom over the whole country. The Chinese were supposed to have been the originators of these disasters and after the Wellington disaster the miners mutually agreed to try and do away with Chinese help in the mines. It was a duty they owed to themselves and to their families, in spite of the sacrifice it was to fill the vacancies left by the Chinamen by white labor. The miners consider the presence of Chinese in the mines an element of danger, and this was mainly the reason for the petition and bill.

Mr. Thompson said this bill was mainly for the protection of life and must not be confounded with the usual Chinese clause. Part of the statute said that no Chinese or those who could not speak English could be placed in a position of trust, but when a man was lowered down those shafts they were in a position of trust. The danger came in wandering around the galleries and cuttings.

Hon. Mr. Robson said he had listened with great pleasure to the remarks of the honorable mover and seconder of the bill. This was no political scheme or the old stereotyped Chinese clause or anything but a serious business matter. No line of business in British Columbia Columbia was attended with greater danger than that of coal mining. These coal mine owners had calmly come to the conclusion that they would have to dispense with the assistance of Chinese in the mines. The sights he had witnessed while investigating several of the terrible mine disasters at the Vancouver and Wellington mines had deeply impressed upon his mind the sacredness of the trust reposed in those who managed the mines. They had had fearful illustrations of how scores almost hundreds of families might be left helpless by being deprived of their bread winners. He felt it a very solomn question and he felt it his duty to put aside all questions of a political nature in giving this measure his consideration.

Mr. Cunningham heartily supported the bill. He had not met with a very cordial reception in introducing to the House the anti-Chinese clause in the Westminster City railway bill, but he found there is more feeling against the Chinese now than there was then. The miners led a life of great danger in their calling. Human life was much more precious than the profits on coal. There was nothing political in the anti-Chinese cry, it was a question of expediency. They were a detriment to this country. The Chinaman in face of peril was perfectly helpless and a danger to everyone around him.

Mr. Anderson strongly supported the bill.

Hon. Mr. Davie said his views had not changed on this subject. Two years ago he had said the exclusion of the Chinese from the mines lay with the Chinese themselves. The miners since that date have boycotted the Chinese out of the mines, so that they are no longer employed there. Since the exclusion of the Chinese there have been no accidents. The employment of Chinese in the mines was undoubtedly dangerous. On these grounds the bill was not a mere anti-Chinese movement, but a measure for the preservation of life. The House could then very properly pass this measure.

Mr. Semlim spoke at considerable length on the bill and called the Government to account for the change that had taken in their opinions. Hon. Mr. Turner agreed with the principle of the bill, and denied the allegation made by Mr. Semlin that the Government members had been influenced by political motives in dealing with this matter on a former occasion. The difference between Chinamen employed in mines and in canneries was that in the former they were a danger to life, in the latter they were not. Chinamen were not trustworthy on the occurrence of sudden danger and their presence around mines was a constant menace.

Mr. Cowan said this was a measure that was necessary to the safety of human life and he would strongly support the bill.

Hon. Mr. Beaven thought this measure an excellent one and greatly in the interests of the miners. He then charged the Government with having forgotten their opinions of two years ago.

Bill read a second time and committed, Mr. Anderson in the chair. Committee rose and reported the bill complete without amendments.

Hon. Mr. Davie said he would not like to see this provision fail for want of machinery. The matter of proving that a man was a Chinaman was an awkward one, and would be a poser to the prosecution if put in court. Report will be considered Friday. House adjourned at 10 p. m. until the usual hour next day.

NOTICE OF MOTION.

By Mr. Smith—To insert certain amendments upon the motion to adopt the report on the bill to amend the Game Protection Act.

By Hon. Mr. Davie—To introduce a bill to amend the "Magistrates Act."

By Hon. Mr. Davie—To introduce a bill entitled "The Quieting Titles Act."

By Hon. Mr. Davie—To introduce a bill entitled the "Insurance Act."

By Mr. Haslam—To move the House into committee upon a bill to provide for the marking of timber.

By Hon. Mr. Davie—To insert a new clause in the Pacific Coast Fire Insurance Co. bill.

By Hon. Turner—To move the following resolution "That whereas it is shown by the Custom Reports that Victoria is the sixth port in the Dominion of Canada, the customs duties collected in the year ending 30th June, 1889, amounting to $796,723,000, and the number of vessels entering that year being 585, of a total tonnage of 558,678, and the number of passengers landing being 118,783, and the exports for the same year being $1,946,186.

That whereas the trade of this port is likely to increase very considerable during the coming year owing to new lines of steamers being put on, and to the greater efficiency of present lines, and to the larger number of sailing vessels making this port their destination.

And whereas owing in part to the great amount of steamer traffic and partly to natural causes, the harbor of Victoria is becoming silted up, and the water, particularly in front of wharves, is decreasing in depth, and the trade of the port is thereby greatly inconvenienced.

And whereas it is of the utmost importance, in the interest of the Dominion as well as of the Province that the trade of this port should be encouraged and developed.

And whereas by a systematic and regular plan of dredging the harbor of Victoria could, at a comparatively small cost, be kept in a thoroughly commodious and safe condition for the vessels frequenting it.

And whereas large expenditures are annually made in Eastern ports to render them commodious for shipping and to promote the commerce of the Dominion of Canada.

Be it therefore resolved, that an humble address be presented to His Honor the Lieut.-Governor praying His Honor to urgently press on the Dominion Government the importance of having the harbor of Victoria properly dredged and deepened, and having some rocks removed from the channel for the purpose of straightening it, and the necessity, in the interest of commerce, of the work being proceeded with.

OTTAWA NOTES.

A Long Sitting of the House on Immigration Matters.---The Budget Speech. The Senate Adjourns for a Holiday

(From Our Own Correspondent.)

OTTAWA, March 27.—After recess last evening the House went into committee on supply, on immigration and remained sitting till 1.15 p. m. to-day, the delay being occasioned by the discussion over a proposed expenditure of $55,000 for immigration purposes which the Government could not give detailed statement of. The item was not passed and is thrown over for future consideration in committe of supply.

The House met as usual at 2 p. m. this afternoon. Hon. Mr. Foster is delivering the budget speech.

The senate will adjourn to-day till Wednesday 9th April.

THE FUR SEAL MONOPOLY.

The General Manager of the New Behring Seal Monopolists Says that the American Government Will Carry on Seizures More Strictly than Ever this Year.

George R. Tingle, the general manager for the new lessees of the fur seal islands in Alaska, the North American Company, was in Seattle on Monday, en route for San Francisco, whence he sails for his far-off post of duty. Mr. Tingle, being asked by a *Journal* reporter what would be the policy of the new company, said: "The company will endeavor to carry out the contract faithfully, made with the Government, and will do all in their power to protect and maintain the property so as not to impair its value. It pays the Government a large figure for the exclusive privilege, a sum amounting to over a million a year, and will insist upon the Government protecting the seals from the pirates who have heretofore infested Behring's Sea. The company feel that the Government's interests being so much greater than theirs and the revenue derived by it being so much greater than the company's, it should vigorously enforce the law and prevent the destruction of the seals. The company will take the very best care of the native inhabitants of the islands and provide for all their wants, as the old company did before them. They expect to strictly live within the law in the transaction of all their business, and hope to make a satisfactory profit on their investment."

"What will be the Government's policy in the sea this season?" was asked.

"My information before leaving Washington a few days ago was that the Government would afford absolute protection so far as the law authorized, and that all vessels found sealing in Behring Sea would be promptly seized, and that the Government would see to it that this year none escaped the penalties of the law, as its interest now is very much greater than the company operating the lease. Parties contemplating fitting out vessels for the sealing grounds must not complain if they find themselves in the hands of a strong Government, determined to put a stop to their unlawful practices. The situation now is changed materially from what it was under the former lessees, whose interest under their lease was greater than that of the Government in the profits. Unless this vigorous protection is given, seal life would soon be so depleted that no company could afford to operate the fisheries under a lease and pay the Government any revenue."

"Has the new company bought the plant of the old company, and what are the relations between the two?"

"The new company and the old have signed an agreement by which the new company binds itself to purchase all the property of the old company on the fur seal islands, the price to be fixed by arbitration, and the relations between the two companies are most amicable, the old company manifesting every disposition to do everything that is right by the new lessees. The new company on its part desires to purchase everything they require from the former holders of the lease at its full value."

Ladies' new Lace, beaded, Chenille Visites and Boas, just opened at James Ellard & Co's. *tc

Children Cry for Pitcher's Castoria.

STRONG PROTEST.

Angry Meetings Held in Newfoundland to Protest Against the Anglo-French Vivendi.

Villard is Heading a New Scheme for the Development of Electric Companies.

The Great Dock Laborers' Strike at Liverpool is Still Far from Settlement.

Newfoundland's Rights.

ST. JOHN, Nfd., Mar. 27.—The meeting called by the high sheriff to protest against the Anglo-French *vivendi* regarding the lobster fisheries was held in Bannerman Park to-day. Several thousand persons were in atteneance and the meeting was the largest ever held here. Strong resolutions were proposed by leading citizens censuring and denouncing French encroachments in the territorial and maritime rights of Newfoundland. The stars and stripes were displayed prominently at the demonstration and the speakers advocated an appeal to the United States in the case as England would not protect the rights of her colony. Similar meetings were held at Grace Harbor, Little Bay, Burin, and the other principal places on the island, and great excitement prevails.

Free Wool Wanted.

BOSTON, Mar. 27.—Henry C. Thatcher and Wm. Lloyd Garrison appeared before the legislative committee on Federal relations to-day on behalf of woolen manufacturers and urged the passage of resolutions asking Congress to abolish the duty on raw wool. There were no remonstrances.

Wyoming Admitted.

WASHINGTON, Mar. 27.—The House passed the bill providing for the admission of Wyoming into the union of states by yeas 139, nays 127.

Villard's Latest Scheme.

BOSTON, March 27.—The intention of Henry Villard to transform the Oregon Transcontinental into a gigantic banking corporation is declared here. To this end he has secured a charter from the State of Washington for a new company which will have all the valuable rights and franchises of the present Oregon Transcontinental. Villard is much impressed with the great possibilities of electricity, and one of the prime objects of the new company will be the furnishing of money to the Edison Company and other electrical enterprises in which Villard and his friends are interested. The new company still retains its interest in the Northern Pacific, and will act as banker for that concern and dependent corporations.

Customs Reorganization.

WASHINGTON, Mar. 27.—In the Senate to-day Dolph, from the committee on commerce, reported back favorably the bill to reorganize the Puget Sound customs district; also the bill appropriating $10,000 for a light-ship and fog signal at the mouth of the Columbia river, and on motion of Dolph this bill was at once taken up and passed.

Another Rupture.

LIVERPOOL, March 27.—A rupture has occurred in the negotiations for a settlement of the dock laborers' strike. The delegates on behalf of the men demanded that employers dismiss imported hands, but this the employers refused to do and an agreement now seems as remote as ever.

The Dahomey War.

PARIS, March 27.—Advices received here state there has been further fighting in Dahomey. The latest skirmish took place at Notonon between French troops and allies of latter. During the engagement 3 were killed and 12 were wounded.

Smokeless Powder.

PESTH, March 27.—The *Pesther Lloyd* says the Minister of War will demand a supplement of 4,000,000 florins for the purchase of smokeless powder.

Wrecked.

LONDON, March 27.—The American ship Glendon is ashore and a total wreck at Yokohama, Japan. The Glendon left New York on Nov. 20th for Yokohama, under command of Captain Thatcher. The ship's crew were rescued, and possibly a portion of the cargo may be saved.

The Claim Allowed.

LONDON, March 27.—Portugal is prepared to allow the claim for damages of the widow of Col. McMurdo, of Kentucky, who was the largest shareholder in the Delagoa Bay Railway which was seized by the Portuguese government.

Japan's Exhibition.

YOKOHAMA, Mar. 27.—The industrial exhibition here was opened in person by the Mikado.

Moving For Reciprocity.

TORONTO, March 26.—Mr. Gordon, M. P. P., has given notice in the Ontario Legislature of the following: "That in the opinion of this House it is desirable that closer trade relations should exist between the United States and the Dominion of Canada; and that this House do humbly petition the Legislature of the Dominion of Canada to take such steps as to bring about unrestricted reciprocity between the United States and the Dominion of Canada."

Floods and Famine.

ARKANSAS CITY, Ark., Mar. 26.—The Taconia levee, which broke Friday night, is now a hundred feet wide and the water in that section is reaching the highest known point. The people are taking refuge on roofs, and many houses are washed away. The broken levee at Chicot avenue is about two hundred feet wide. Five negroes were drowned yesterday while moving out of the flooded district in a boat. An appeal for provisions has been made for the destitute in Watson, Desha County, Arkansas, where the situation is reported desperate.

Emperor and Pope.

BERLIN, March 26.—The *Reichsanzeiger* publishes a letter of the Emperor William to the Pope, on the subject of the Labor Conference, together with the response of His Holiness. The Emperor, in announcing the appointment of Bishop Kopp as a delegate to the Conference, said he knew the Doctor to be thoroughly imbued with the Pope's ideas, and that his presence and advice would materially contribute to the success of the Conference. The Pope, in reply, congratulated the Emperor upon his taking the field in such a worthy cause. His Holiness recognized the high value of an attempt to settle these important questions by a conference of international scope. He was pleased by the Emperor's acknowledgment of the great efficacy of religion and the Church in the solution of social problems, and he expressed the hope that the authorities would support the servants of the Church in exercising their functions in connection with social questions.

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THE DAILY COLUMBIAN

THURSDAY EVENING, MARCH 27, 1890.

OXFORD-CAMBRIDGE.

The following facts are of interest in connection with the annual rowing match on the Thames between the Oxford and Cambridge Universities' eights. The race was inaugurated in 1829, and continued irregularly until 1856. Of the 47 contests decided (including this year's) 24 have been won by Oxford and 22 by Cambridge, that of 1877 being terminated in a dead heat. Outriggers were used first in 1846, and in 1857 boats without keels were introduced. The race in 1873, which occupied 19 min. 35 sec., was the fastest on record, and was the first in which sliding seats were used. The course between Putney and Mortlake is about 4½ miles in length, and is a favorite stretch for boating men, large numbers of club houses dotting the banks.

MOVING FOR RECIPROCITY.

It will be interesting to note what sort of a reception the motion of Mr. Gibson, M.P.P., (as found in the despatches elsewhere), in favor of unrestricted reciprocity with the United States, meets with in the Ontario Legislature. Ontario is, politically, as well as in other respects, the banner province of the Dominion, and her action on this important question will do much to determine Canada's attitude on unrestricted reciprocity with her southern neighbor. It is altogether likely that the "protected" manufacturing interests are sufficiently represented in the Ontario Assembly to make a stiff opposition to Mr. Gibson's motion almost certain; but, if the masses of the people, the laboring, the majority of the agricultural, the professional, and the "unprotected" business classes are faithfully represented in the Legislature, there can be little doubt as to what the result of the vote on the motion will be. Manitoba has already declared unreservedly in favor of unrestricted reciprocity with the United States. A resolution has been recommended to Congress by one of its committees in favor of unrestricted reciprocity with Canada, when the latter country shall have formally intimated a desire for such relations. If Ontario declares in favor of free trade, as a result of the motion now before its Legislature, another great stride will have been taken towards a consummation toward which everything seems to be tending. It will hardly be necessary, as we advised in a previous article, to make "free trade, or protection" an issue at our general elections this year: the question will inevitably assert itself.

THE MANCHESTER SHIP CANAL.

The history of the great enterprise now rapidly approaching its final stages of completion, and which is to result in making Manchester a seaport, proves the truth of the adage that "they are able who seem to be able," for the confidence of the projectors of this great scheme in the possibilty of carrying through the work to a successful issue has been no small factor in the surmounting of obstacles and the disarming of opposition to the project. In 1883 a bill was introduced into the Imperial House of Commons to construct a new waterway for ocean going steamers from the estuary of the Mersey, near Runcorn, to Manchester, through two or three locks and partly in the beds of the rivers Mersey and Irwell. Originally, the canal was intended to be about twenty-one miles long, independently of the channel made by widening and deepening in the estuary. Great were the obstacles to be overcome and the interests to be disturbed by such a project. A canal, viaduct, and at least five railway bridges had to be removed and the lines diverted. As may be supposed, the bill conferring such powers upon the projecting company was opposed both in the Commons and the Lords, and it was only in 1885, when presented with amendments, that both Houses sanctioned the scheme. Later, the company again appealed to Parliament for the right to pay interest out of capital while the work was in progress, and on March 9th, 1886, this was sanctioned. In July, Messrs. Rothschild issued a prospectus asking for capital to the extent of £8,000,000, and to the astonishment of business men, the response was so poor that no shares were alloted. In the following December a public meeting of Manchester men approved the scheme, together with the estimated cost of construction, and the capital being divided into ordinary and preference shares, with the sanction of Parliament, the bankers had no difficulty in securing money. By the end of August 1887 the requisite amount, £6,710,000, had been alloted, and on November 11th following the work was commenced at Eastham Ferry, on the Cheshire side of the Mersey. The bishop of the diocese stated, about the end of the year, that £60,000 had been already expended in wages on the work, and at the half-yearly meeting of the company, held in August last, it was represented that up to that time the expenditure had been £5,427,231 on the work, and the receipts £5,565,496. It was further stated that the contract would be completed on time at the then rate of progoess.

The magnitude and importance of the undertaking may be appreciated when it is stated that in August of last year, there were in the works 163 locomotive engines, 5,466 waggons, 96 steam navvies, 141 steam cranes, and 32 steam pile drivers, whilst 204 miles of railroad had been made and upwards of 12,000 men and 173 horses were at work. A town, the rising of which had merely been due to the necessity of providing accommodation for the men working on the canal, has been founded, and is provided with schools, churches and a hospital, whilst, to ensure the fulfilment of the contract in the time specified, work is never allowed to stop day or night, the electric light taking turn about with the sun. The original scheme has been greatly changed, and when completed the total length of the canal will be nearly 35 miles, with a uniform depth of 26 feet and a width equal to twice that of the Suez canal. Should the contractor fail in having the work completed by the end of this year, he will be liable for the payment of £100 per day for every day he may be behind the time stipulated in his agreement.

Such, briefly told, are the principal items of interest respecting this magnificent work, which when completed is to make Manchester accessible for the largest craft, and which will cost about £7,000,000. That the carrying through of the project will be of great benefit to "Cottonopolis," goes without saying, but the effect upon Liverpool is not altogether so certain, and with anxious interest many people will watch to what extent the "city of docks" will be affected, with Milford Haven, on the one hand, endeavoring to secure the trade of the great Atlantic liners, and, on the other, Manchester setting up as a seaport on her own account. The Montreal *Star*, in a note referring to this matter, states that, the voyage from Liverpool to Manchester by the canal will take no longer than the time now occupied in docking a ship at the latter port. From this one fact, it can be understood that the opening of the canal will give Manchester a long stride forward, and that Liverpool men are alive to this is evidenced by the fact that the Chamber of Commerce is urging the absolute necessity of that city carrying on such improvements that ocean going vessels may enter that port at any state of the tide.

NOTES AND COMMENTS.

Bishop McKenzie, of Zululand, who died on February 9th of enteric fever, gave instructions previous to his demise that his corpse should be buried in Zulu fashion. Accordingly no coffin was used, but the body was tied up in a blanket in a kneeling position and was thus placed in a hole.—*Ex.*

A printer's error is amusing the Queenslanders. Their leading newspaper, reviewing a work and prognosticating the wonders of science, remarked: "There need be demand no longer for Jules Verne's and other blackguard's works of imagination." The correction appeared in the issue of the following week as follows: "For 'other blackguards' please read 'Rider Haggard's.'"

The electric street railway at Atlantic City, which is run by overhead wires strung on ornamental iron posts, can run its cars at the rate of 30 miles an hour if need be, says an exchange. The stop and the start are without the least jar, six inches of snow offers no impediment, and in thirteen months the line has not been out of service for a moment, The average speed is ten miles per hour.

An exchange prints the following: A young newspaper man who was employed on a western paper to do some department work proved to be so unsatisfactory that the editor asked him to resign. He did so and disappeared. Pretty soon the editor, in his search for new talent, noticed the brilliant work of somebody on a little back country paper that had never before amounted to anything, and determined to secure the man who did this work at any price. But what was his surprise and discomfiture to learn that it was the very same man whom he had discharged a few months before, and who, being allowed a larger swing, had developed an unexpected brilliancy.

A writer in a New York sporting paper makes an interesting comparison of the various modes of locomotion, with the following result: A man can swim a mile in 26 minutes 52 seconds; he can walk it in 6 minutes 23 seconds; he can cover it on snowshoes in 5 minutes 39¾; he can run the distance in 4 minutes 12¾ seconds; he can ride it on a tricycle in 2 minutes 49 2-5 seconds; on a bicycle in 2 minutes 29 4-5 seconds, and can skate it in 2 minutes 12 3-5 Behind a trotting horse he gains nearly four seconds by covering the distance in 2 minutes 8 ¾ seconds; while on a running horse he gallops the mile in 1 minute 39¾ seconds, and last and fastest, he sits in a railroad train and flies over a mile of the steel rails in 50¼ seconds.

The death of the Irish boy Rankin from hydrophobia will no doubt be seized upon by a few opponents of Pasteur's inoculation treatment. But the treatment will survive. The percentage of deaths amongst persons properly inoculated is very small. When the bite is very close to the nerve centres in the brain the virus of the rabid dog may prove too speedy in its action, but when the bite is on the arms, legs or lower part of the body, there is almost invariably time for attenuated virus promptly injected close to the brain to get ahead of the virus injected by the bite, and thus an attack of hydrophobia can be prevented. Pasteur's system is too firmly established in the opinion of science to suffer in reputation from a death now and then of a person who has been subjected to inoculation. —*Ex.*

Winnipeg appears to be having a hard time trying to get provincial assistance for its proposed exhibition. The town council of Portage la Prairie passed the following resolution on the subject lately: "Resolved, that whereas it has come to the notice of the council that a deputation of Winnipeg citizens has been interviewing the Local Government with the object of getting assistance towards holding a provincial exhibition in the city of Winnipeg; and whereas, it appears from a report of the interview that the Government was not favorably disposed toward the same, the council take this opportunity of endorsing the action of the citizens of Winnipeg and urging upon the Government the importance of the scheme, believing that it would be to the best interests of the whole province to have a successful provincial exhibition held in the city of Winnipeg."

A recent statement, apparently authoritative, let it be known that a bright young poet, who has poems printed in all the leading magazines and several of the weekly journals, was able to earn from this source, if we remember rightly, something like $300 a year. Now comes a "poetry editor," who handles about 1,500 "poems" in the course of a year. He reports that the production of verse is on the increase, "with the quality getting decidedly worse." Fully a third of the "poetry" received by him is not worth reading: another third "warrants a reading for personal amusement," while about 2 per cent. of the rest is "worth considering," Thirty poems a year out of 1,500 is a bad showing. Evidently the outlook for poetry and poets is not so favorable as it might be. The authors of some of the 1,470 poems which are cast out are entitled to a modicum of sympathy, but the heart throbs with emotion at the thought of the terrific strain to which the intellectuals of the "poetry editor" are subjected from one year's end to the other.—*Ex.*

Speaking of the phenomenal town of Johnannesburg, in the Transvaal, an exchange says that, according to Sir Frederick Young, who visited the place last year, scarcely two years had passed since this town of twenty-five thousand inhabitants began its strange existence. The excitement and bustle of the motley crowd of gold-seekers and gold-finders is tremendous. All day long the same subject forms the theme of conversation on the streets and in the stores, houses and tents—gold ever gold. The only other thought that with many interrupts the contemplation of won or prospective wealth in the precious metal is that of drink. Sir Frederick hopes the day will come when the legitimate pursuit of wealth will take place in a less excitable and more decorous manner. He spent two hours wandering, candle in hand, through one of the most productive mines—Robinson's—with its magnificent lodes and millions of tons of gold-producing quartz. He had reason to believe the yield permanent. The growth of the town is illustrated by the fact that in the latter part of the year 1866 there was not a post-office in existence, the revenue for the first quarter of 1887 was $835, but at the close of 1888 it had risen to $37,940. The town of Johannesburg lies on the crest of a hill 5,000 feet above the level of the sea. The habitations are of every variety, from substantial brick and stone structures to galvanized iron dwellings, and tents are still frequently met with.

THE COLUMBIAN job department is now in running order, and prepared to turn out first-class work of every description.

Children Cry for Pitcher's Castoria.

Bell-Irving, Patterson & Co.
IMPORTERS
Shipping Agents,
WHOLESALE
—AND—
Commission Merchants
In Stock, a full assortment of Liquors, Vitrified Drain Pipes, Fire Bricks, Encaustic Tiles, Cumberland Smithy Coal, &c., &c., &c.
Any Description of Goods Imported to Order.
dwfeltc

THIS SPACE IS RESERVED —FOR THE— CITY BAKERY, —THE LEADING— Bread and Cake Establishment OF THE CITY.
J. D. KELLY, - - - Proprietor.
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LOST.
BUNCH OF SMALL KEYS. FINDER REwarded on returning same to this office.

MONEY TO LOAN
IN LARGE OR SMALL SUMS. Apply to
dwn11tc ARMSTRONG & ECKSTEIN.

MONEY TO LOAN
IN ANY AMOUNT, LARGE OR SMALL, on first mortgage, on farm lands.
dtc WOODS, TURNER & GAMBLE

FOR SALE.
HOUSE AND LOT ON MARY STREET, between Montreal and Melbourne. House is new and contains 6 rooms.
dmh24tc E. CANIFF.

LOST.
On Columbia St., near the Post Office, on Thursday, 20th inst.—Receipt dated 29th June, 1889, for $100, paid on Lot therein mentioned. Finder will be rewarded on leaving same at office of RAND BROS. dmh22tc

FURNISHED ROOMS
EN SUITE OR SINGLE, IN ONE OF THE most eligible and pleasant localities in the city, convenient to the post office, and other facilities. Every room commands a beautiful view of the river and has access to a balcony. Apply to F. STIRSKY, Watchmaker and Jeweler, or to MRS. E. C. STIRSKYS, Columbia St., Opp. Catholic Church.
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IMPERIAL
Fire Insurance Company
OF LONDON.
Capital, - - £1,600,000 Stg.
Rates as low as any other reliable Company doing business in British Columbia.
W. J. ARMSTRONG, Agent New West.
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Notice to Builders.
WHOLE OR SEPARATE TENDERS, for the erection of a
TWO-STORY DWELLING HOUSE
On Royal Avenue for Dr. DeWolf Smith, will be received up to noon of April 7th, 1890.
CLOW & MACLURE, Architects.
dmh26td

TENDERS WANTED.
TENDERS WILL BE RECEIVED BY THE undersigned up to Saturday, the 29th day of March, at noon, for the erection of a Presbyterian Church in Township Four, Delta Municipality.
Plans and specifications may be seen at Ladner's Landing.
The lowest or any tender not necessarily accepted.
JOHN McKEE, Sr.,
FRANCES PAGE,
Ladner's Landing, March 8th, 1890. dmh10td

TO CONTRACTORS.
TENDERS ARE INVITED "ADDRESSED Chairman Park Committee," to be delivered at the City Clerk's office not later than 4 p.m. on MONDAY, 7th April, for (1) addition to exhibition building; (2) cottage for park keeper, and (3) fencing Park Lane.
Tenders may be for one or all of the above works, amount of each to be stated separately.
Plans and specifications at my office.
Lowest or any tender not necessarily accepted.
G. W. GRANT, Architect.
Westminster, March 25, 1890. dmh25td

Occidental Hotel & Restaurant
Opp. Oddfellows' Hall,
Columbia St., - Westminster.
Rates per day, $1 and upward. Board and lodging, per week, $5 and upward, according to room.
MEALS AT ALL HOURS, DAY AND NIGHT, Served in first-class style.
dfe28tc PHIL. H. SMITH, Manager.

M. MATHESON,
Merchant Tailor,
Is now showing a complete line of ENGLISH WORSTEDS AND SCOTCH AND IRISH TWEEDS, which he is prepared to make up at reasonable rates.
A call solicited, and perfect fits guaranteed.
Douglas Street, two doors from Columbia St., New Westminster. dfeltc

OPENING
—OF—
Misses Beggs & Archibald's
GRAND MILLINERY OPENING
Will take place on TUESDAY, the 25TH MARCH. They have the BEST SELECTED STOCK IN THE CITY and ALL NEW. Miss Beggs is late of London and Toronto, where she has been in the wholesale houses for a number of seasons past and is prepared to do first-class work in all the city styles, and satisfaction guaranteed.
Also—first-class DRESS-MAKING in connection.
STAND—NEXT DOOR TO WINTEMUTE'S FURNITURE STORE.
dmh19tc

Hotel Douglas.
(ON THE EUROPEAN PLAN)
Corner Columbia and Mackenzie Sts.
A. J. TOLMIE, PROPRIETOR.
New Fire-Proof Brick Building, with all the latest Improvements. The table is supplied with the best the market affords.
RESTAURANT PRIVILEGES OPEN DAY AND NIGHT.
FINE SAMPLE ROOMS.
Private Dining Rooms for Ladies and Families. Convenient to all Trains and Steamers.
mh27dtc

WOODS & POLLEY,
Real Estate Brokers
COVEYANCERS & NOTARIES PUBLIC.
MONEY TO LOAN
Connections in Victoria and Vancouver, B. C., and London, England.
dmh25tc Cor. Columbia & McKenzie Sts., New Westminster.

F. Stirsky,
—LEADING—
WATCHMAKER : AND : JEWELER
Columbia St., opposite Scoullar Block.
If you want to buy a nice Ladies' Gold or Silver Watch, or a Gentleman's Gold or Silver Watch in any style, go to F. Stirsky's.
He has Clocks from 50 cts. to $50, all styles and varieties, embracing a choice selection of German Cuckoo Clocks, beautifully hand carved and first-class time keepers, and astonishingly cheap.
A splendid selection of Genuine Diamond Ladies' and Gentlemen's Rings, and a great assortment of Ladies' and Gentlemen's Engagement Rings.
Also a very large assortment of all kinds of Emblem Pins and Watch Charms.
A fine selection of Ladies' and Gents' Watch Guards, and a large variety of Ladies and Gentlemen's Jewelry. Gentlemen's Watches from $5 to $100.
Every article sold is warranted as represented. A specialty in Watch repairing. Every watch warranted to give perfect satisfaction.
dwfeltc Remember the Blue Store, Columbia St., opposite Scoullar Block, N. W.

Wanted--150 Men!
TO WEAR THE NICEST AND BEST, DIRECT IMPORTED, English, Scotch and French Goods ever brought into the City.
Also, the CHEAPEST TAILORING HOUSE in town.
We have jnst received, per Str. "Umbria," from London, the largest stock of PANTINGS in the City.
A call is sufficient to convince. Satisfaction guaranteed.
BEGGS & HEARD

Consignment of Adams & Son's (Ont.)
CELEBRATED WAGONS
JUST ARRIVED.
Delivery, Express Wagons and Lorries.
General Carriage Builders and Blacksmiths
MAINLAND CARRIAGE WORKS,
dwfeltc SULLEY & BRYSON.

Queen's Hotel.
NEW WESTMINSTER, B. C.
The above hotel has recently changed hands and is now being run in first-class style. The table is supplied with the very best the season affords.
This is the only Family Hotel in New Westminster.
Special Accommodation for Ladies and Commercial Travellers.
dwfeltc H. G. WALKER, Proprietor.

M. A. McRAE,
Merchant Tailor.
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Armstrong Block, Columbia St., New Westminster,
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DEALER IN ALL KINDS OF FIRST-CLASS
Groceries : and : Provisions
FEED, ETC.
Coffees Roasted and Ground on the Premises. Fine Teas a Specialty
COLUMBIA STREET, NEW WESTMINSTER.
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A. DesBRISAY,
—SELLS—
GROCERIES AND PROVISIONS
A First-class stock of everything in the Grocery line always on hand. ORDERS CALLED FOR. GOODS DELIVERED TO ALL PARTS OF THE CITY.
Corner Columbia and Blackie Sts., opp. C. P. R. Station.
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Royal City Planing Mills Company,
The Pioneer and Leading
Lumber Manufacturing Establishment of the Royal City.
Richard Street, New Westminster.

SPECIAL LINES AND VALUES THIS WEEK.
In Misses' and Children's Boots and Shoes. IN LADIES' BOOTS AND SHOES.

Men's Good Wearing Boots		$1 50 per pair
" Better " "		1 75 "
" Best " "	from $2.50 to	3 50 "

PERFECTION BOOTS.

Men's Patent Seamless Boots,	from $2.50 to	$3 50 per pair
Boys' " " " "	2.00 to	2 25 per pair

CANNOT RIP. PERFECT FITTING. THE BEST WALKING BOOT MADE.
West End Boot & Shoe Store
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THE COLUMBIAN PRINTING ESTABLISHMENT has first-class facilities for all kinds of Commercial Printing. Bill Heads, Letter Heads, Circulars, Cards, Envelopes, Blank Forms of every description, Posters, Dodgers, Price Lists, &c. Prices will be found as low as at any other office where first-class work is done.

STOVES! STOVES!
GO TO
E. S. Scoullar & Co.
—FOR—
Cheap Cooking Stoves and Ranges.
Water St., Vancouver. Columbia St., New Westminster.
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H. T. READ & CO.
THE LEADING
Hardware and Paint Merchants of New Westminster.
Contractors and others erecting houses should call on us and examine our extensive stock of Builders' Hardware, which is excelled by no other house in the Province.
We Carry the Largest Assortment of Locks in the City.
To those requiring Paints and Oils we beg to call attention to our extensive variety. Superior Coach Colors, in all shades. Tube Colors of every description. Floor Paints, ready for use.
We have much pleasure in announcing that we have been appointed Sole Agents in this City for the sale of the Celebrated Johnson's Magnetic Iron Paint, the highest grade Fire Proof Paint in the world. Guaranteed 92 per cent. pure oxide.
MASONIC AND ODD FELLOWS' BLOCK, NEW WESTMINSTER.
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Reid & Currie,
MACHINISTS,
FOUNDERS and BLACKSMITHS
Manufacturing and Repairing Machinery a Specialty.
Forging and Bolt Making.
BRASS and IRON CASTINGS
Estimates Furnished and Drawings Made in our office by a Practical Draughtsman.
Skilled Mechanics and Latest Improved Machinery only used.
AGENTS FOR
JOHN DOTY—Stationary, Marine and Hoisting Engines.
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LONDON TOOL CO.—Manufacturers of all kinds of Iron-making Tools.
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ALSO, AGENTS FOR
All kinds of Saw Mill, Sash and Door Factory, Brickyard and Canning Machinery.
FULL LINE IN STOCK OF
Wagons, Carriages, Buggies, Phaetons, Hacks and Carriage Materials.
Catalogues and Prices furnished on application. All work thoroughly guaranteed.
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WINTEMUTE BROS.
—THE LEADING—
MANUFACTURERS -:- AND -:- IMPORTERS
—OF—
FURNITURE AND UPHOLSTERY,
EXTENSIVE SHOW ROOMS AND WAREHOUSE.
dwfeltc Columbia St., New Westminster.

CHAS. McDONOUGH
Front Street, New Westminster.
New Westminster Mills' Woolen Goods
EXTRA FAMILY BLANKETS,
Flannels, Worsteds and all kinds of Woolen Goods, Ready-Made Clothing.
The only House on the Mainland which keeps the Manufactures of the New Westminster Woolen Mills. PATRONIZE HOME INDUSTRY.
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ZED. S. HALL,
Bookseller STATIONER AND Importer
(WHOLESALE AND RETAIL),
Columbia Street, New Westminster, B. C.
English, Foreign and United States Periodicals and Newspapers constantly on hand. Books imported to order.
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IS IT PLEASANT TO BE OLD?

Friend, is it pleasant to be old?
No, save only that the streets of gold,
And pearly gates they grow so near,
And jasper walls so bright and clear,
That like a picture they unfold,
In this 'tis pleasant to be old.

'Tis pleasant, too, to think that life,
With all its tumult vast, and strife,
Its flimsy joys that fade so fast,
Its storms that bid us stand aghast,
And other ills are almost told;
In this 'tis pleasant to be old.

And then the aged feel that rest,
Is of blessings sweetest, best,
And sure to know that rest is near
Brings much to comfort and to cheer,
A rest above what earth could hold,
In this 'tis pleasant to be old.

'Tis pleasant that in age we stand,
With feet so near the border land,
That just beyond the sullen tide,
That's seldom very deep or wide,
We enter in the dear old fold,
In this 'tis pleasant to be old.

And when we draw so near life's verge,
And hear the sullen river surge,
And earthly sight grows faint and dim,
Our vision clearer is for Him,
Who says, the aged I uphold,
In this 'tis pleasant to be old.

And so we murmur not at all,
As age's night doth round us fall,
But upward look with faith's clear eye,
Beyond the earth, beyond the sky,
To jasper walls and streets of gold,
And there none ever do grow old.

—Christian at Work.

HONOR ON THE SEA.

Why a Contemptible Trick Failed to Work.

Mr. John Percival is the head of the great firm of Percival Brothers, the owners of what, for the purposes of this story, shall be called the Grapnel Transportation Line. In shipping circles it is well known that Mr. John Percival, although in the main a kind man, is on some occasions a cruel one; yet his very cruelty is a proof of his kindness.

His idea of honor upon the sea is that, no matter how long it may take or how much it may cost, a sound ship should stand by and help to the utmost a neighbor in distress. This should be, but unfortunately it is not, the rule of every ship-owner. When Mr. John Percival finds that a captain of one of his steamers has failed to help a wrecked or disabled craft he becomes furious. It is said that he even dances about and breaks up the furniture, and that captain is summarily dismissed from the service of the Grapnel Line, together with such officers as have aided or abetted him.

The consequence of this policy on the part of Mr. John Percival is that every poor ship upon the sea which breaks its walking-beam or loses its smokestacks and masts in a storm hopes that it may fall into the hands of the Grapnel steamers.

One night Captain Alexander Derwent, of the Percival Brothers' ship *Esperanza*, was pacing the deck in company with the ship's surgeon, Dr. Allis, when they heard a boom in the distance.

"That's a gun," said the captain, stopping short.

It had been very stormy all of the last three days, and had begun to clear only at noon that day.

"It certainly is and there's another," returned the surgeon. "I believe some boat has been struck hard by the storm and is firing for relief."

As he spoke a rocket could be dimly descried, going up far to the right of them.

"I'm behindhand with this gale and all," sighed the captain, "but I suppose I must stand to and help those fellows, even if it takes a week."

The ship was ordered about at once, colored lights were burned, guns were fired, and shortly after sunrise the next morning the *Esperanza* found herself towing along the English steamer *Cambyses*, of the Pendleton Freight Line. Her engine was broken, her captain said, and she had been lying for forty-eight hours unable to move.

For two days after her rescue by the *Esperanza* her officers appeared to be overcome with gratitude. Captain Derwent lent the disabled steamer many tools. The carpenter and engineer of the *Esperanza* offered also their assistance in helping to repair the engine, but this was steadily declined. The officers of the *Cambyses* did not think it was "worth while;" they would "tinker a little themselves as they went along, without troubling the *Esperanza* any more than was necessary."

For four days the *Esperanza* steamed slowly through the waste of waters, towing her huge charge. The *Cambyses* was heavily laden and retarded the progress of her friend woefully.

On the evening of the fourth day Captain Derwent and the surgeon were again walking the deck. It was not stormy, but the fog was quite dense. The few passengers had retired to their state-rooms. The crew were at their posts. Every thing was very still, except for the throbbing engine and the rolling of the waves.

"Queer lot we've got over there," said Captain Derwent, jerking his hand toward the *Cambyses*.

"Have they spoken you at all to-day?" asked the surgeon.

"Nary a word since early morning. I don't like their looks. Anybody would think from their manners yesterday and to-day that we were receiving a great favor from them in their allowing us to tow them. They wanted to know this morning if we couldn't go a little faster. I suppose they think we are trying to mount up a big bill for towage. If they give me any more of their 'sass' I'll cut loose from them and John Percival may say what he pleases."

"What's that?" asked Dr. Allis, stopping short in his walk. "Who's meddling with the hawsers?"

"Just so," said the captain, in a troubled and excited voice. "That's the rasping of ropes and no mistake. I—I believe," he cried, furiously, "that that —— *Cambyses* has cut the cables!"

They rushed aft. The cables were dragging in the brine and through the pitchy darkness and fog the lights of the *Cambyses* could be dimly seen and her screw heard as she steamed off in the distance.

"The curs!" yelled the captain. "They've mended their engine with our tools and things and now they think they are going to get off without paying a cent of towage! The short-sighted fools! They were never more mistaken in their lives!"

The next morning rose clear and sunny, but the ocean was unspecked by any sign of life as the captain swept the horizon with his glass. The *Esperanza*, with all steam crowded on, hurried toward its destination, a port which we will call Terrapin.

Four days later Captain Derwent was walking up the street of that city toward the company's office, to make his report to John Percival. He had taken a tug up the harbor, feeling that the Grapnel Company must be very anxious. The *Esperanza* was five days' overdue.

The captain opened the office door and smilingly saluted a clerk or two who sat there. They only half-bowed to him. The jolly officer wondered at their coolness, but pushed on without delay toward the small inner office of the head of the firm.

John Percival sat there, his massive frame bending over his desk.

"Good morning, Mr. Percival," began Captain Derwent in his loud, cheery tone, "I hurried up the bay a little in advance of the *Esperanza*, but—"

John Percival tossed his gray head as soon as he heard the captain's voice, and sprang to his feet, glowering at his visitor like an angry lion.

"You scoundrel!" he half roared and half hissed. "*Get out of my office, or* you'll leave it at the toe of my boot! How dare you show your skulking face in here? You've disgraced my line, sir! disgraced your profession! disgraced us all!"

"But—but—" began the poor captain.

"I tell you, hold your tongue!" yelled John Percival, growing angrier as he proceeded. "Haven't I heard, sir, how you passed the *Cambyses* in mid ocean? You heard their guns, you saw their signal, and left them to shift for themselves. You're a precious scoundrel, that's what you are, Aleck Derwent! Passing those poor fellows—"

"But—" protested the captain again, now quite as wrathy as his employer.

"Hold your tongue, I tell you!" John Percival went on, calming down not a whit. "The *Cambyses* got in three hours ago, and I have heard their story. Get out of my office, sir, and never let me set eyes on you again!"

He gave the muscular captain a push which sent him outside the door before he knew what he was about, slammed the door behind him, and bolted it loudly.

Captain Derwent made his way slowly out to the street. He understood the situation perfectly now, and knew that it was only a question of time before the short-sighted officers of the *Cambyses* should receive their deserts. But that steamer would doubtless leave as soon as she possibly could, and it was desirable to have the matter righted before she got away. Up the harbor, not ten minutes' sail away, was steaming the *Esperanza*, her flags all afloat and her passengers leaning over the railings.

The captain stood quietly on the dock till she came up, and then he sought the *surgeon and mate, and told them of the* perfidy of the *Cambyses*. In a few moments the story was all over the ship. Captain Derwent was very popular, and every one was indignant that John Percival should have accepted the inventions of the *Cambyses* without giving his own men a chance to present their side. There were eighteen passengers on board of the *Esperanza*, and they all declared that they "wished they could tell John Percival how the case really stood."

"The office is close by, Captain Derwent," said one of them; "it won't take but a moment. Let us all go with you. John Percival can hardly refuse to accept such overwhelming testimony as that."

"We'd thank you, captain," said the engineer, touching his hat as he appeared, rushing from his work and on fire with the exciting news—"we'd thank you if you would let us *all* go to *Mr. Percival and back you up.*"

"It can't do any harm, and will clear up the matter quicker than any thing else possibly can," said the mate.

Captain Derwent laughed.

"It certainly would," he assented, and in a hubbub of enthusiasm the strange procession started, leaving the ship in charge of the cook and scullions. It seemed as though all Terrapin came out to stare at the sight as the *Esperanza's* crew and passengers, vastly amused at themselves, made their way toward John Percival's office. In a state of irresistible good-nature they broke open the door and swarmed every nook and corner of the larger outer room in which a dozen clerks were writing.

One of the passengers, who had been selected as the spokesman, an Italian nobleman of fine character and presence, and personally acquainted with John Percival, approached the still bolted door of the private office. It was opened at his knock.

"I have come, my dear sir," began the nobleman, bowing courteously, "to report to you the admirable fidelity of the commanding officer of the *Esperanza.*"

The choleric old man almost jumped into the air.

"What do you mean, sir? What do *you mean?" he cried, sternly.*

The mass of interested faces outside his door just then caught John Percival's eye, and he could not but listen to the true story of the *Esperanza's* adventure with the *Cambyses*. In the face of the overwhelming testimony presented there was nothing to do for the doughty old man but to believe it, and to tender a humble apology to Captain Derwent.

The officers of the *Cambyses* were arrested just as they were getting up steam to depart, and a letter was soon on its way to her owners, which was couched in such terms that it brought a large payment to the Grapnel Line for towage and for assistance rendered. As a portion of this money was divided among the crew of the *Esperanza* they felt amply repaid for their little trip to the company's office and for the insult offered to their captain, who, it is needless to say, stands higher than ever to-day in the regard of the owners of the Grapnel Line.—Kate Upson Clark, in Youth's Companion.

How to Tell Bleached Blondes.

Bleached hair is brought to such an art now that it is almost impossible for the casual observer to tell the genuine from the artificial blonde. But if in a carefully-arranged head of hair as yellow as ripe wheat you detect one dark brown or black hair at the nape of the neck or near the ear, the story is told. Straws show which way the wind blows, *and the single dark hair tells where the* dye missed. The dark-haired woman who is determined to be a blonde must live the life of a slave to this desire, as hair grows at the rate of an inch a month. There is a shade of natural auburn hair which is inclined to be streaked and much lighter at the ends than at the roots. This kind of hair, now so fashionable, might be mistaken for the streaked and striped bleached blonde by an inexperienced eye; but, if glossy, bright and healthful in tone, it is sure to be natural, no matter how varied are its shades; while if it is dry and broken, it is safe to suspect the bleacher's art. A natural pale golden blonde has blonde eyelashes and eyebrows, and in real life black eyelashes *never* accompany golden hair, unless it owes its hue to art, however much we may find this combination in heroines of novels.—Chicago Herald.

Where All the Rags Go.

Housewives must often have wondered where all the rags go to after they pass into the wagon of any one of the several hundred ragmen who pass through the alleys with their monotonous cries. These gatherers of old rags take them to warehouses where they are bought in bulk, and then assorted by girls according to quality. There was a time when most of the rags were sent to paper mills. Now a very small proportion of rags are made into paper, straw and clay being the chief ingredients. Fine linen paper, so called, is made of rags. Ninety per cent. of the rags collected, however, go into the manufacture of "shoddy," of which cheap ready-made clothing is manufactured. This stuff is now made up into the brightest and most attractive patterns, and can only be told when new from wool by the expert, and by experience with the wearer. "Shoddy is king," say the wool men, and this accounts for the mercurial condition of the wool market.—St. Louis Globe-Democrat.

A sponge is excellent for washing windows, and newspapers will polish them without leaving dust and streaks. Use a pine stick to cleanse the accumulations of dust from the corners of the sash. Ammonia will give the glass a clearer look [illegible]

ORIENTAL BED-CLOTHING.

How the Japanese and Chinese Sleep in Their Native Land.

In the land of the Orient the tastes of people as regards sleeping accommodations are as widely different from the English and American as their daily life. In Japan the only bedding is made in the shape of a huge gown or overcoat, with sleeves, and each sleeve accommodates a sleeper, who crawls into the aperture very much as a kitten would. Like their cousins, the Chinese, the Japs use no sheets, unless the lining of the "night overcoats" can be looked upon as sheets. Their pillows are miniature bureaus made out of either rattan or polished wood, filled with drawers to hold their jewelry and other valuables while they themselves are asleep.

There are no bedsteads in Japan. The same spotless floor that answers for table, chairs and dancing stage is utilized for sleeping purposes. In China there are bedsteads, and these, with the bed-clothing, form the most ornamental portion of the household furniture. It is as the piano and pillow-shams of a well-regulated American house. It is a common thing for a Chinese gentleman to spend $5,000 or even $10,000 cash for a beautifully carved and jeweled bedstead, and $1,000 or more for simple embroideries on the edges and corners of his favorite quilt.

These latter are very numerous and varied among those who are able to enjoy such luxuries. None of these coverlets are less than "three-ply" affairs; indeed, such is the superstition among the almond-eyed aristocracy that not one of them could be hired to sleep under a coverlet that is composed of only one or two thicknesses. The former indicates (to their mind) extreme poverty, while two is considered an even or unlucky number. Therefore all the Chinese bed-clothes are either padded or a thin sheet of paper is put in the center. Most all the quilts or beb-clothes of the rich are made of silks or satins, with highly colored embroidery work on the exterior, and lined with strong white silk or fine linen, and are only washed about once a year. As in Japan, no sheet is used.

The Chinese bed-making in the mornings consists of folding up every article of bed-clothes in long folds in such a manner as to expose all the beautiful needle-work, and then they are carefully piled one on top of the other upon a neat shelf built against the wall inside of the artistically hung bed curtains. Then the latter is carefully drawn apart to expose the rich rugs and opium layout upon the bed and the folded bed-clothes upon the shelves.

The poorer class of the Chinese have only one "pe," or padded quilt, thick enough to keep them warm the coldest nights in the winter, while in summer, like the rich, they use nothing save their own undergarments. In other *words it is either a feast or a famine* as far as sleeping comforts are concerned. Unlike the rich, the poorer classes of Chinamen take off the linings of their "pes" about twice a year for cleansing purposes. If a bed in a first-class American hotel were given to a Chinese gentleman he would probably sit up all night waiting for a place to lie down.—Wong Chin Foo, in N. Y. Sun.

WHITE HOUSE DINNERS.

What You Must Do in Case You Are Invited to One of Them.

The usual hour for a state dinner is eight o'clock p. m. As the guests arrive, which should be fifteen minutes before the hour set, they are shown to the rooms for the removal of wrappings and descend by the private stairway to the grand corridor and proceed direct to the East room where the President and lady await them. Each gentleman upon entering the room is handed by an usher a small envelope containing a card inscribed with the plan of the table and bearing the name of the lady he will escort. On the diagram the number of the seats he and the lady will occupy are marked. After being received by the President he examines the card and immediately joins the lady whom he will accompany to the *state dining-hall. The lady whom he* has brought remains with him until her escort appears.

All his guests having arrived at the appointed hour the steward announces that dinner is in readiness. The President, with the first lady guest, leads the way to the state dining-room, followed by the remaining guests. The presiding lady, escorted by the principal man, closes the line. The Marine Band, meanwhile, performs a suitable march.

In the dining-room the guests find their places and take the seats assigned to them by the plate cards, which correspond in location with the diagram handed them upon entering the East room.

There are four services at all state dinners. The dishes in their order are served on silver salvers by waiters, the guests helping themselves. The chief waiter serves the President first and then proceeds toward the right, and the second waiter toward the left. The same course is observed on the opposite side of the table, beginning with the presiding lady. No one is ever served twice. The plates of one course are removed as soon as each guest is finished and the plate for the next is put in its place.

At the close of the dinner, which lasts about three hours, it has been the custom of late years for the gentlemen to leave the table with the ladies and not return. The custom during the earlier administrations was for the ladies to have their coffee served in the drawing-room and for the gentlemen to return to drink a single glass of wine to the health of the President. Gentlemen wishing to enjoy a cigar retire during the coffee to the corridor at the foot of the private stairway, but join the ladies when the presiding lady makes the motion to retire. After one promenade through the suite of parlors the gentlemen surrender the ladies to the gentlemen with whom they came, and with their own ladies take leave of the President and his lady. They should receive their wrappings and leave the building quietly and promptly. The *last* of the guests should have retired within thirty minutes after leaving the table.—Washington [illegible]

[illegible] Genius Didn't Work.

He was just a plain tramp, unadulterated with soap, and he carried over his shoulder a wooden snow-shovel several sizes too big for him. He pulled the bell in a business-like way, and when she opened the door he said: "Are you a Christian?" "Ye-es" (in surprise). "And do you believe that honest, earnest endeavor should be rewarded?" "Ye-es." "Heretofore I've had a large *and lucrative practice in my profession,* but this year the elements are against me. I know there's no snow on the premises, but it's going to rain this afternoon and rain hard. Now, I'll come back and shovel the rain off your sidewalk for a quarter if you'll give me ten cents advance money. Is it a go?" "Yes, it's a go," she said, as she slammed the door in his face. 'And they say that genius and tact win every time," he sighed, as he shuffled down the stoop.

Chronic Borrower—Can you lend me twenty dollars for a few days?

Weary Friend—Why don't you pawn your watch?

"Because it is a keepsake from my dear mother, and I don't like to part with it."

"My money is a keepsake from my dear father, and I don't like to part with it, either."—Texas Siftings.

NOTICE.

NOTICE IS HEREBY GIVEN THAT APPLICATION will be made to the Legislative Assembly of the Province of British Columbia, at its next session, for an act to incorporate a company to construct, operate and maintain a street railway in the City of New Westminster, and to acquire lands and do all things necessary for the purposes aforesaid.
Dated this 25th day of September, 1889.
B. DOUGLAS,
HENRY V. EDMONDS,
dse30tc For selves and others.

NOTICE.

WALWORTH & SEXSMITH

Have for Spring Planting a very large and choice lot of

NURSERY STOCK,

Consisting of FRUIT and ORNAMENTAL TREES, SMALL FRUITS, PLANTS, SHRUBS, ROSES, &c.

Orders can be left at the old High School Building. Goods delivered in any part of the city free of charge.

Orders by mail will receive prompt attention.

WALWORTH & SEXSMITH.

New West., March 10, 1890. dwmh10m1

For Sale.

A Large Assortment of

Window and Bedding Plants,

Roses in Pots, for house or garden,

Calla Lilies & Begonias (cheap)

Also—Just Received, a Choice Lot of

FRUIT TREES:

APPLES, PEARS, PLUMS, CHERRIES, and SMALL FRUITS.

Parties intending to plant will please call and inspect before purchasing elsewhere.

Bouquets and Designs made to order.

P. LATHAM,
dmh22tc Douglas St. Nursery, New West.

A. & E. W. McINNIES

Have Just Received

Fresh Creamery and Roll Butter. Extra Quality.

Also Fresh Groceries and General Provisions.

Goods delivered to any part of the city free.
Cor. Columbia and Douglas Sts.
dfeltc NEW WESTMINSTER.

W. R. AUSTIN'S

HAY AND FEED MARKET

FARM PRODUCE.

Hard-wood, Fir, Bark, &c., &c., &c.

LEAVE ORDERS AND SETTLE ACCOUNTS AT AUSTIN'S WHARF.
dfeltc

WESTMINSTER

Poultry Yards!

JNO. S. COX, - PROPRIETOR.

IMPORTER AND BREEDER OF FANCY POULTRY and other PET STOCK, comprising: Light Brahmas, Partridge Cochins, Plymouth Rock, Black Minorcas, White Crested Black Polands, Golden Polands, White Faced Black Spanish, Silver Pencilled Hamburgs, Houdans, Black Red Games, Pit Games, Rouen Ducks, Rabbits.

TWENTY FIRST PRIZES awarded at last Provincial Exhibition.

Fowls and Eggs in season. For particulars address, JNO. S. COX,
dwmh20tc London St., New Westminster.

Central Hotel

COR. COLUMBIA & DOUGLAS STS.

JAMES CASH, - PROP.

RATES, $1.00 AND $1.50 PER DAY.

ACCORDING TO ROOM.

Special Rates by the Week or Month. dfeltc

J. A. McDougall

East of Colonial Hotel,

Has just received a full line of the latest designs in

Suitings & Fancy Worsteds,

And is prepared to make up clothes in any style to suit all that favor him with their patronage.

THE ONLY ARTISTIC CUTTER & TAILOR IN THE CITY.

A Call Solicited. FIT GUARANTEED OR NO PAY. Prices reasonable.
dfeltc

ESTABLISHED 1859.

DICKINSON & COM'Y

BUTCHERS,

Nearly Opposite Colonial Hotel,

NEW WESTMINSTER, B.C.

The Largest and Choicest Assortment of all Descriptions of

MEATS AND VEGETABLES

Constantly on hand, and supplied to Families, Restaurants, and Steamboats at the

LOWEST POSSIBLE PRICES.
dfeltc

W. E. DICKINSON,

Truck and Drayman

—DEALER IN—

WOOD,

Lime, Plaster, Cement, etc., etc.

COAL

ORDERS TAKEN FOR

New Wellington Coal.

Office opposite Canadian Pacific Navigation Co's Wharf.

TELEPHONE CALLS:—
Office, 92; Residence, 71.
dfeltc

F. CRAKE,

Practical Watchmaker & Manufacturing Jeweler

4 DOORS WEST FROM POST OFFICE.

Gold and Silver Watches, Chains, Diamond, Ruby Sapphire and Other Rings.

The best quality of PLATED and TABLE WARE in all designs.

A Fine Assortment of Clocks

Spectacles and Eye-Glasses to suit all Sights.

Special attention to Watch Repairing. All kinds of Jewelery manufactured on the premises by first-class workmen.

The Cheapest House in Town.
dwfeltc

BAPTIST CHURCH, Agnes Street, East of Mary Street. Lord's Day Services at 11 a. m. and 7 p. m. Sabbath School and Bible Class at 2:30 p. m. All seats free; strangers cordially welcomed.—Rev. Thos. Baldwin, pastor.

METHODIST CHURCH, Mary Street. Rev. J. H. White, Pastor. Services at 11 a. m. and 7 p. m. Sunday School and Bible Class 2:30 p.m. Prayer Meeting on Thursdays at 7:30 p.m. Seats free; strangers cordially invited.

CHURCH OF ENGLAND.—HOLY TRINITY CHURCH; Rector, The Bishop. S. MARY'S CHURCH; Rector, The Ven. Archdeacon Woods. Services in both churches *every day.* All seats free. Both churches open all day for private prayer.

PRESBYTERIAN CHURCH (ST. ANDREW'S), corner Carnarvon and Blackwood Sts. Rev. Thos. Scouler, pastor. Services at 11 a. m. and 7 p. m.; Sunday School and Bible Class at 2:30 p. m.; Prayer Meeting on Thursday evenings at 7:30. Seats free; strangers welcome.

ST. PAUL'S — REFORMED EPISCOPAL CHURCH, John St. (opposite Orange Hall); Rev. Thos. Haddon, B. D., Rector. Services every Sunday at 11 a. m. and 7 p. m. Sunday School and Bible Class at 2:30 p. m. Thursday evening service at 7:30. Seats free; all are cordially invited.

THE NEW WESTMINSTER WORKINGMEN'S LEAGUE meet every Friday evening at 8 o'clock in the Foresters' Hall.—A. I. MICHIE, Rec.-Sec. dfe22m8

K. P.—ROYAL LODGE NO. 6. Regular Meeting every Tuesday evening at 8 o'clock, Oddfellows' Hall. Visiting Brethren welcome. —J. E. KNIGHT, K. of R. & S.

I. O. G. T.—EXCELSIOR LODGE NO. 8 meets every Monday evening at 8 o'clock, in the Temperance Hall, Columbia St. Visiting members are cordially invited.—W. C. LOYE, Rec. Sec.

A. O. F.—COURT LORD DUFFERIN, NO. 6304. The regular meetings of the above Court are held at the Foresters' Hall, on the first and third Wednesday in each month, at 8 p. m.—JNO. MCMURPHY, Senr., P. C. R.

CALEDONIA & ST. ANDREW'S SOCIETY.—The regular meetings of this association are held on the last Tuesday of each month, at 8 o'clock p. m. All Scotchmen are invited to attend.—JOHN BUIE, Sec.

I. O. O. F.—NEW WESTMINSTER LODGE NO. 3.—The regular meetings of this Lodge are held at the Oddfellows' Hall every Friday evening at 8 o'clock. Visiting brethren cordially invited to attend.—T. TYLER, Rec. Sec.

UNION LODGE NO. 9, A. F. & A. M. The regular meetings of this Lodge are held in the Masonic Temple on the first Wednesday in each month, at 7:30 o'clock p. m. Sojourning brethren are cordially invited to attend.—P. GRANT, Sec.

BOARD OF TRADE.—Board Room, Odd Fellows' Brick Block (up-stairs). Council meets on the first Wednesday in each month, at 4 p. m. Quarterly meetings on the 22nd of Feb., May, Aug., and Nov., at 7:30 p. m. New members may be proposed and elected at any Quarterly meeting.—D. ROBSON, Sec.

W. C. T. U.—Regular Meeting every Wednesday afternoon at 3:30 o'clock, in the Orange Hall, corner of Royal Avenue and John Streets. The Loyal Temperance Legion meets at the same place every Friday afternoon at 3:30 o'clock; the Young Ladies' Committee the last Thursday afternoon in each month; and the Literary Temperance League, for grown-up boys, every Friday night, from 7:30 to 8:30 o'clock.—M. A. CUNNINGHAM, President; Cor. Sec.—MRS. G. W. GRANT. dmh21tc

W. C. LOYE,

Fashionable Boot and Shoe Maker

Repairing neatly done. Cork sole work a specialty. Orders promptly attended to.

CLARKSON ST., in rear of Colonial Hotel, next to Rand Bros.' office. dfeltc

BAKER BROS. & CO'Y

10 Chapel Walk, South Castle St., Liverpool, England.

8 Bank Buildings, Columbia Street, New Westminster, B. C.

Shipping and Commission AGENTS,

General Wholesale Merchants and Importers.

Any description of Goods imported to order and Custom and Ship Broking transacted. Latest Freight and Market Quotations.
dwfeltc

TIME TABLE.

Str. ROBERT DUNSMUIR

LEAVES WESTMINSTER EVERY MONDAY morning at 7 o'clock for Nanaimo, via Vancouver, returning Tuesday, via Vancouver.

Leaves Westminster every Wednesday at 7 a.m. for Nanaimo direct, connecting with Island railway and Comox steamer.

Leaves Nanaimo for Vancouver on Thursdays and Fridays and returns same days.

Leaves Nanaimo on Saturday at 7 a. m. for Westminster direct.

For freight or passage apply on board, or to T. L. BRIGGS, C. P. N. wharf. dfeltc

Douglas Street Bakery!

J. FERGUSON, PROPRIETOR.

Fresh Bread, Cakes, Pastry, Confectionery, etc., etc.

Hotel and Restaurant Trade Solicited.

Foot of Douglas, near Columbia St.

All orders promptly attended to and delivered to any part of the city free. dfeltc

Str. Emma!

HAVING CHARTERED the staunch Steamer Emma from Laidlaw & Co. I am prepared to enter into contracts for

GENERAL TOWING.

Scows and Tarpaulins in connection with the Tug.

CAPT. EDWARD McCOSKRIE.

Agents in New Westminster:
dfeltc MATHERS & MILLIGAN.

W. H. VIANEN

—WHOLESALE—

Fish & Game DEALER

FRONT ST., NEW WESTMINSTER.

Highest Price paid for Furs and Deer Hides. Correspondence invited.

Telephone Call No. 6. dfeltc

B. C. MONUMENTAL WORKS.

Columbia & Church Sts.

JUST ARRIVED—A large shipment of the finest RED GRANITE MONUMENTS, from New Brunswick.

ALEX. HAMILTON,
dwfeltc PROPRIETOR.

THIS SPACE IS RESERVED

FOR

J. S. MANSON

MERCHANT TAILOR.

dfeltc

NOTICE.

NOTICE IS HEREBY GIVEN THAT I WILL not be responsible for any debts contracted by my wife, Martha Fabien, without my written order. APOSTLE TANASSE.
New West., March 13, 1889. dmh13m1

Fresh Milk.

PARTIES WISHING TO BE SERVED WITH fresh milk daily will please notify
DAVID GUNN,
At Kelly's City Bakery.

On and after April 1st delivery twice daily. dmh14m1

NOTICE.

In re Estate of JOHN STEWART, Late of Mount Lehman, Logger, Deceased Intestate.

ALL PERSONS HAVING CLAIMS AGAINST *the above Estate are requested to forward* the same, with proper proof thereof, to the undersigned on or before the 14th day of April, 1890.
JOHN S. CLUTE, JR.,
Administrator.
Dated 18th March, 1890. dmh14m1

NOTICE.

In re Estate of CHARLES BLOOMFIELD, Deceased.

ALL PERSONS HAVING CLAIMS AGAINST the above Estate are requested to forward the same, with proper proof thereof, to the undersigned on or before the 14th day of April, 1890.
JOHN S. CLUTE, JR.,
Administrator.
Dated 13th March, 1890. dmh14m1

In the Supreme Court of British Columbia

JOSEPH BROWN, Plaintiff;

—AND—

T. E. MARTIN, Defendant.

TAKE NOTICE THAT A *CAVEAT* HAS THIS day been issued by Hon. J. F. McCREIGHT, Judge of the Supreme Court, restraining the Deputy Registrar of New Westminster Registry from effecting registration of Lot Eleven, Block Five, New Westminster Suburban Lands, or any part thereof.
FRED. G. WALKER,
Defendant's Solicitor.
March 7, 1890. dmh8m1

Land Registry Act.

In the Matter of the Title to (*inter alia*) Block 24, part of District Lot 264a, in the City of Vancouver.

WHEREAS THE CERTIFICATE OF TITLE No. 843a, of MORRIS MOSS to the above hereditaments has been lost or destroyed and application has been made to me for the issuance of a duplicate thereof:

Notice is hereby given that I will, at the expiration of one month from date, issue such duplicate Certificate of Title unless in the meantime valid objection be made to the contrary to me in writing.
T. O. TOWNLEY,
District Registrar.
Land Registry Office,
New Westminster, 14th Mar., 1890. dmh14m1

By Private Sale.—A Bargain.

I HAVE RECEIVED INSTRUCTIONS FROM Mrs. A. M. JOHNSTONE, of Mud Bay, to dispose of her Homestead, which consists of 272 acres of Land, good Dwelling House, excellent Barn and Stabling for 40 head of stock, good Dairy and an abundance of Spring Water.

The property is situated on the sunny side of Mud Bay, the land is second to none anywhere, and parties wanting an investment for their capital cannot do better than take a look at this before investing elsewhere.

Stock and implements can go with Ranch if desired.

TERMS—One-third cash; balance to suit purchaser, at 8 per cent. per annum.

For further particulars apply to
T. J. TRAPP,
New West.

Several other Farms at Langley and other parts of the District at private bargain.
dno18tc

City of New Westminster, B. C.

ASSESSMENT ROLL, 1890.

NOTICE IS HEREBY GIVEN THAT THE Assessment Roll of the City of New Westminster for the year 1890 has been returned to me, and now remains at my office where it may be inspected during office hours by any person or persons interested therein.

The first sitting of the Court of Revision of the said City of New Westminster for the year 1890 will be held in the City Hall, on

TUESDAY, 22nd APRIL, 1890,

At 2 o'clock p. m. Any person or persons intending to complain of his or their *assessment* or non-assessment, or of the assessment or non-assessment of any other person or persons, must notify me of his or their ground of complaint at least seven days previous to the first sitting of said court
D. ROBSON,
City Clerk.
City Clerk's Office,
New West., March 22, 1890. dmh22td

NOTICE!

WE HAVE OPENED A

General Store

GROCERIES, ETC.,

AT BROWNSVILLE FERRY LANDING,

And will handle all Produce in all quantities, paying highest prices.

Our object is to sell cheap as we have been accustomed to doing business on small profits.

BEATON & PIKE,
dwmh8tc BROWNSVILLE, B. C.

To Smokers

IF YOU WANT TO ENJOY A GOOD CIGAR
—ASK FOR THE—

British Lion, Mainland or Henry Lee.

They are not only made of the CHOICEST TOBACCO, but they are of HOME MANUFACTURE, and should be patronized by all good citizens.

WM. TIETJEN,
MANUFACTURER.
Holbrook Building, Columbia St.,
dwmh15tc New Westminster.

WHO IS YOUR SHOEMAKER?

JAS. ROUSSEAU

Can fill the bill *to a nicety, and supply everything in*

FOOT GEAR!

From the Tiny Shoelet of the New Baby to the Brobdignagian Brogan of the Solid Rancher from Wayback.

Give him a Call.

81 COLUMBIA STREET, WESTMINSTER.
dwfeltc

LONDON MARKET.

FRONT STREET, NEW WESTMINSTER.

S. MANAHAN,

DEALER in ALL KINDS of FRESH and SALT MEAT

HAMS, BACON, SAUSAGE, BOLOGNAS, ETC.
dfeltc

British : Columbia : Meat : Market

Columbia Street, New Westminster.

Van * Volkenburgh * Bros.

WHOLESALE AND RETAL BUTCHERS.

MEAT PURVEYORS IN GENERAL. FRESH AND CORNED MEATS ALWAYS ON HAND.

Special lines quoted for the shipping trade. Family orders strictly attended to. Hotels will find it to their interest to place their orders with the above firm.
dfeltc

C. McDONOUGH,

LUNDBOM'S BUILDING, FRONT ST.

DEALER in GENERAL MERCHANDISE

CONSTANTLY ON HAND AN EXTENSIVE STOCK OF

DRY GOODS, GROCERIES, BOOTS and SHOES, HATS and CAPS, CROCKERY, GLASSWARE, ETC.

Men's and Boy's Suits. Great Variety of Household Articles. Also, Grain, Seeds, *Potatoes, Lime and General Stores.*

N. B.—Farm Produce bought at market rates or sold on commission. Orders from the interior promptly attended to. dwfeltc

CASTORIA

for Infants and Children.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me." H. A. ARCHER, M. D.,
111 So. Oxford St., Brooklyn, N. Y.

Castoria cures Colic, Constipation, Sour Stomach, Diarrhœa, Eructation, Kills Worms, gives sleep, and promotes digestion,
Without injurious medication.

THE CENTAUR COMPANY, 77 Murray Street, N. Y.

PUBLIC NOTICE.

I HEREBY GIVE PUBLIC NOTICE THAT the firm of QUONG ON LUNG, doing business in this city, will not be responsible for any debts contracted except by my written order.
(Signed), LEE COY.
New West., Mar. 5, 1890. dmh5m1

NOTICE.

NOTICE IS HEREBY GIVEN THAT 60 DAYS after date we intend to apply to the Honorable Chief Commissioner of Lands and Works for permission to purchase 1144 acres, more or less, being land covered by our timber lease, Lot 618, Group I, New Westminster District.
ROYAL CITY PLANING MILLS CO. Ld.
JOHN HENDRY, Manager.
New Westminster, March 7, 1890. d7mh2m

NOTICE.

In re Estate of JOHN STEWART, Deceased.

ALL PERSONS HAVING CLAIMS AGAINST the above Estate are requested to forward the same with proper proof thereof to the undersigned on or before the 5th day of April, 1890.
W. H. FALDING,
Administrator.
Dated 4th March, 1890. dmh4m1

Canadian Pacific Railway Company.

General Superintendent's Office.

TO CONTRACTORS:

Tenders will be received by me up to noon on Tuesday, 1st April next, for the furnishing of 1000 piles to be delivered in Coal Harbour. Specifications can be seen in the Engineer's office on or after Monday, the 24th instant.

Right reserved to reject any or all tenders.
H. ABBOTT,
dmh22td General Superintendent.

Canadian Pacific Railway

PACIFIC DIVISION.

General Superintendent's Office.

CAUTION.

OWNERS AND MASTERS OF VESSELS AND other Craft navigating the Fraser River are cautioned to keep within the Buoys painted Red and White, respectively, at the Mission Bridge, as during the construction of the Bridge, navigation between the banks of the River and the Buoys is dangerous, owing to piles being driven there.
H. ABBOTT,
General Superintendent.
Vancouver, B.C., 7th May, 1889. dmy8tc

NOTICE.

NOTICE IS HEREBY GIVEN THAT APPLICATION will be made at the next session of the Legislative Assembly of British Columbia *for an Act to incorporate* a Company, to be called "The British Columbia Mills, Timber and Trading Company," for the purpose of acquiring the shares in the capital, and the business, property and privileges, and also of assuming the liabilities of the Royal City Planing Mills Company, Limited, and the Hastings Saw Mill Company, *Limited, respectively, and to provide* for the said Companies being merged therein and extinguished; and

To operate and carry on the business of the aforesaid Mills;

To acquire by purchase or otherwise, build and operate, equip and maintain, mills, factories and machine shops of any description, steam vessels and other vessels of any description, railways, tramways, canals and ferries, and to dispose of the same, or any interest therein, by sale or otherwise;

To acquire, by purchase or otherwise, and construct roads, dams, bridges, aqeducts, flumes, etc., and to dispose of the same, or any interest therein, by sale or otherwise;

To acquire, by purchase or otherwise, leases of timber and other lands and timber privileges, and to dispose of the same, or any interest therein, by sale or otherwise;

To acquire, by purchase or otherwise, and hold lands, and dispose of the same, or any interest therein, by sale or otherwise;

To acquire, by purchase or otherwise, gold, silver and other ores and minerals, logs, timber, lumber and merchandise of any description, bills of lading, bills of exchange, promissory notes, and securities for money, and to dispose of the same;

To exercise and carry on the business of mill-owners (saw, grist or other mills), timber and lumber merchants, manufactures, wharfingers, and carriers, and to conduct and carry on a shipping, towing and general trading business;

To undertake agencies and conduct financial business of any kind other than that of banking or insurance;

To perform all such acts, matters and things as the Company may deem incidental or otherwise conducive to the attainment of any of the above objects, or to the conversion or disposition of any security or property held by the Company.
DRAKE, JACKSON & HELMCKEN,
Solicitors for the Applicants.
Dated 4th December, 1889.
Victoria, B.C. dde7tc

BRITISH COLUMBIA

Land and Investment Agency

(LIMITED)

THOMAS ALLSOP,
HENRY S. MASON,
CUYLER A. HOLLAND, } DIRECTORS.

HEAD OFFICE:

15 Serjeant's Inn, Fleet Street,

LONDON, ENG.

The Business of ALLSOP & MASON has been merged in the above Company and will be carried on by the Company from this date as a general Land Investment and Insurance Agency.

MONEY TO LOAN on Mortgage at Low Rates. Town Lots and Farming Lands for Sale on easy terms.

Victoria, B. C., May 16th, 1887. dwfeltc

MAINLAND

Transfer, Hack, Livery, Stage, Feed and Sale Stables.

THE SUBSCRIBERS ARE NOW PREPARED TO TURN OUT

Double and Single Rigs

At Special Low Rates.

Draying and All Kinds of Teaming

Done at Shortest Notice.

DRY CORDWOOD delivered to any part of th City.

Orders by Telephone will receive prompt attention.

Stables nearly opposite C. P. R. Depot, Columbia St., New Westminster.
dfeltc GILLEY BROS., Props.

Jos. M. Wise,

—DEALER IN—

COAL and WOOD

A Large Supply Constantly on Hand.

Orders left at the office of Messrs. Mathers & Milligan, Commission Merchants, Front Street, will have prompt attention. *JOS. M. WISE.*
dfeltc

QUICK TIME

—TO—

SAN FRANCISCO

And All Points in CALIFORNIA, via the MT. SHASTA ROUTE of the

Southern Pacific Comp'y

The Great Highway THROUGH CALIFORNIA to All Points EAST and SOUTH.

THE SCENIC ROUTE OF THE PACIFIC COAST.

PULLMAN BUFFET SLEEPERS

Pullman Tourist Sleeping Cars attached to Express Trains, affording superior accommodations for SECOND-CLASS PASSENGERS.

For rates, tickets, sleeping car reservations, etc., call upon or address
THOS. A. GRAHAM,
District Passenger Agent,
110 South 10th St., TACOMA, WASH.
E. P. ROGERS, Asst.-Gen'l Freight and Passenger Agent, PORTLAND, OR. dtc

THE DAILY COLUMBIAN

THURSDAY EVENING, MARCH 27, 1890.

Advertising Rates for the Daily.

TRANSIENT ADVERTISEMENTS.—First insertion, 10 cts. per line, solid nonpareil; each subsequent consecutive insertion, 5 cents per line. Advertisements not inserted every day, 10 cts. per line each insertion.

STANDING ADVERTISEMENTS.—Professional or Business Cards (condensed), $2 per month. Special rates for general commercial advertising, according to space occupied and duration of contract.

AUCTION SALES, when displayed, charged 25 per cent. less than transient advts. If solid, charged at regular transient rates.

SPECIAL NOTICES among reading matter, 20 cts. per line each insertion. Specials inserted by the month at reduced rates.

Births, Marriages and Deaths, $1 for each insertion; Funeral notices in connection with deaths, 50 cts. each insertion.

Weekly Advertising Rates.

TRANSIENT ADVERTISEMENTS—Each insertion, 10 cts. per line (solid nonpareil).

STANDING ADVERTISEMENTS.—Professional or Business Cards (condensed), $1.50 per month. Special rates for general trade advertising.

Special Notices, Births, Marriages and Deaths, same rates as Daily.

CUTS must be all metal, and for large cuts an extra rate will be charged.

Persons sending in advertisements should be careful to state whether they are to appear in the Daily Edition, or the Weekly, or both. A liberal reduction is made when inserted in both. No advertisement inserted for less than $1.

SUBSCRIBERS

Who do not receive their paper regularly, from the Carriers or through the Post Office, will confer a favor by reporting the same to the office of publication at once.

New Advertisements This Day.

Hotel Douglas.....A. J. Tolmie
To Builders.....Wm. R. King
Machinery, etc.....E. G. Strickland & Co.

MARRIED.

LORD-WHITESIDE.—On March 26th, 1890, at the Presbyterian Church, North Arm, Wm. H. Lord to Mary, eldest daughter of John Whiteside, all of Lulu Island, B. C.

LOCAL AND PROVINCIAL

Fresh Eastern Oysters just arrived at the Club. *tc

The salmon catch last night averaged 20 to the boat.

Six carloads of cattle arrived from the interior last night.

The Begbie street fire hall will be completed in about ten days.

Nobby suitings and trouserings just arrived at J. S. Manson's. *tc

Mousquetaire Undressed Kid Gloves, in all shades, at James Ellard & Co's. *tc

The str. Adelaide left for Chilliwack this morning with freight and passengers.

The new sidewalk on Queen's avenue, between Patrick and Mary streets, is finished.

Cannery men are busy preparing their establishments for the coming season's work.

The Y. M. C. A. will hold their anniversary meeting on Tuesday evening, April 1st.

F. G. Strickland & Co. advertise in to-day's paper saw mill, planing mill, shingle mill and brickyard machinery.

The steamer Yosemite left for Victoria this morning with a large load of merchandise, 119 head of cattle and 35 passengers.

The buoys at the mouth of the river are all in perfect order again, the derelict found in Howe Sound making the number complete.

Mr. Wm. R. King, architect, is calling for tenders for the erection of five cottages, for Mr. A. McInnes, on St. Andrews' street. Tenders must be in by Friday, April 4th.

For sale—8 acres on Vancouver road, near Westminster; price, $125 per acre. This is less than half regular prices; 16 acres can be secured if taken at once.—MAJOR & PEARSON. *wl

Subdivisions in lots 14 and 15, block 4, suburban, at Woods, Turner & Gamble's. Call early before the best lots are gone; terms easy, and prices low; get in before the rise. mh26tc

Wanted—150 men to wear the best and cheapest goods ever sold in New Westminster. Direct from London, England, and just opened out. Come and see—Beggs & Heard. *tc

The Lulu Island people are delighted with the prospect of an electric railway from Westminster to the Gulf of Georgia. They realize that it will prove a great and valuable convenience to them.

Mr. P. Bilodeau's new hotel at the corner of Columbia and Douglas streets, is going up rapidly. It promises to be quite an imposing looking building and a decided improvement to the locality.

Tacoma is to have a cricket club this summer, the first that has been organized in that city. Should the club develop much strength we may look for some interesting matches with our American cousins.

Just arrived from Glasgow, Scotland, a fine range of Ladies', Misses' and Boys' Shoes and Slippers; also, White Satin Slippers from Paris—At Gordon & Co.'s. Call early before they are all gone. 27d2tw1

The Roman Catholics of Victoria are going to build their projected cathedral this summer, on the corner of Blanchard and View streets. It will cost in the vicinity of $75,000 to complete the edifice.

The cotton, woollen and rope mills at Port Moody are gradually becoming an assured fact. The company is now in possession of all the data necessary to issue the prospectus and float the scheme.

Several important additions it will be seen by reference to the advertisement, have been made to the list of valuable real estate, which will be sold at the Auction Mart, on Saturday night next, by Mr. T. J. Trapp.

Real estate is still on the move, and more active than ever. Foreign capital is coming in more freely than ever and the stream of gold that has been flowing into Vancouver for the last three years is at last being diverted to the Royal City.

Attention is called to the advertisement of the Hotel Douglas, Mr. A. J. Tolmie, proprietor. This really excellent hostelry is open for the reception of guests, and is fitted throughout equal to the best establishments in the Province.

Foreman Forest and his assistants have made an excellent job of the box drains at the intersection of Mary and Columbia streets. Mary street, below Columbia, has been much improved by the laying of a coating of earth over the rougher portion.

The citizens and farmers of Nanaimo and district have formed an association to promote the establishment of an annual agricultural, horticultural and industrial show, Mr. S. M. Robins being president and Mr. E. M. Yarwood secretary. It was decided to hold the first show in September next.

Seeding in the North Arm and Lulu Island district is much behind this year, owing to the continued damp and raw weather. The farmers are all hoping for fine weather in order to get along with their work. Some of the land is still too wet for ploughing, but on the high lands this work is in full swing.

The Artillery and Rifles paraded last night and were put through a number of movements in battalion drill by Capt. Scoullar. The next parade will be on Friday evening, the last drill before inspection, and at which every man should be present without fail. It is expected Master Gunner Cornish will come over from Victoria on Friday and assist at the last parade.

The annual meeting of the Vancouver branch of the Bible Society was held in St. Andrew's church in that city, last evening, for the election of officers and general business. Rev. J. H. White, of New Westminster, was the chief speaker, but addresses were given by local clergymen. The regular Wednesday evening prayer meetings in the churches were adjourned in consequence.

Children Cry for Pitcher's Castoria.

Mr. T. F. Sinclair has the contract for Mr. Rithet's new wharf at Victoria, which promises to be a very substantial structure, stone and iron piles being entirely used. A dredger is being imported for the purpose of dredging out to a uniform depth of 28 feet at low water at the proposed wharves, which will be in reality a basin and thoroughly protected from the effects of wind or the swell of the Straits. It is intended for the accommodation of the new steamers of the C.P.R. between this city and Japan and China.

Mr. R. Balfour, Superintendent of North Arm bridges, was in the city today. He reports that work on the repairs to the bridges is going along slowly but satisfactorily. The number of men employed is few, but the force will be increased shortly. Mr. Balfour says that his examination of the structures has convinced him that the whole job was done in a very slovenly and unworkmanlike manner, and it will require the greatest care in the reconstruction to bring the bridges to the proper and lasting strength required.

The Surrey Terror.

Dr. Cooper and Dr. Hall were appointed a board of medical examiners, yesterday, by Mr. Moresby, to examine into the mental condition of George B. Keith, the man who has so long kept Surrey in terror. They found him insane and committed him accordingly to the asylum. Dr. Cooper says Keith's is a peculiar case. He can be cured for a month or perhaps more, during which time he will have full possession of his senses, but at any moment he is liable to become a dangerous maniac. He is incurable, and the remainder of his life will probably be spent within the walls of the asylum, to which refuge he was removed last night.

The arrest of this man will be a great relief to the people of Surrey, who have stood in dread of his sudden bursts of insanity for nearly a year.

W. C. T. U.

The regular weekly meeting of the W. C. T. U. took place in the Orange Hall yesterday. The usual opening exercises were followed by a discussion upon the suppression of narcotics, the superintendent of this department taking the chair. The effects of opium and morphine, tobacco, tea and coffee were talked over, the ladies bringing forward the opinions of eminent physicians as well as instances from their own observation.

A law lately passed in some of the Southern States was noticed, prohibiting the selling or giving of cigarettes to minors, and a wish was expressed that we might have a similar law.

The hereditary effects of narcotics was dwelt upon, and cases cited from competent authorities of defective vision, heart disease and brain trouble being caused by the excessive use of tobacco by fathers and grandfathers of the sufferers. Various opinions were expressed in regard to tea and coffee, but all agreed that even these if used to excess might produce some of the same effects which characterize the more powerful narcotics. The regular monthly business meeting will be held next Wednesday at 3:30 o'clock in the same place.

WAS IT MURDER?

A Lad Shot and Killed at Fort Douglas and no Explanation.

About three weeks ago a lad named Percival, son of Mr. Percival, the trader at Fort Douglas, Harrison Lake, went out shooting accompanied by a half-breed boy about the same age. After an absence of several hours the half-breed returned to the Fort and announced that young Percival was dead. A searching party went out immediately and found the lad lying under a bush dead, with a gunshot wound in his body. Not far distant the gun was found standing against a tree, but sufficiently far away to preclude the idea of the shot having entered the body through the careless handling of the weapon by the deceased.

Whether the shooting was the result of accident or not, cannot be learned, as the halfbreed boy maintains a sullen silence and will give no particulars on the subject. The shooting is considered very suspicious by many, although if it was intentional it is inexplicable, as the lads were fast friends, and no reason can be assigned for a quarrel leading to such serious results.

Mr. Percival was in the city yesterday and left for Victoria to-day to consult the authorities. It is not unlikely that a full investigation of the affair will be ordered by the Government, and a coroner's inquest held. The case certainly calls for definite action whether the shooting proves to be accidental or not.

RAILWAY MATTERS.

Mr. Nelson Bennett Visits Westminster to Arrange for the Construction of Important Works.

Mr. Nelson Bennett, president of the Westminster, Fairhaven & Southern Railway, accompanied by Mr. H. Y. Thompson, of the same company, arrived in the city last night. To-day these gentlemen were in conference with Mr. B. Douglas and other members of the Southern Railway Co., with regard to the work to be performed in Westminster in connection with the company's agreement with the city. A representative of THE COLUMBIAN had a short interview with the above-named gentlemen and it can be considered satisfactory so far as it went. Mr. Bennett said he did not intend to remain in Westminster very long—just sufficient time to conclude his business and then he would be off again. The object of their visit, Mr. Thompson said, was to look over the situation here and make arrangements for the work to be done as per agreement. The exact location of the Brownsville wharf will be fixed before their departure, and all matters relating to its construction arranged. In regard to bridging the river, establishing a ferry, piling along the water front, building the bridge to Lulu Island and making the other improvements called for by the agreement, all these are under consideration, and will receive early attention, as it is necessary that definite action should be taken in order to prepare for the entrance of the railway. Neither Mr. Bennett or Mr. Thompson would speak plainly on the company's plans, but they assured our representative that the line would be completed and running within the time specified.

Mr. Bennett visited Brownsville this afternoon in connection with the wharf and other improvements to be constructed there.

Grading from Fairhaven north is being actively prosecuted along Bellingham Bay. Tenders have been called for the construction of the line from the Bay to the international boundary at Blaine, and the contracts will be let within a few days. The contract must be completed within a specified time, and work will be pushed from both ends of the contract.

Westminster's Example.

The city of New Westminster, B. C., though not as large a place as Winnipeg, held an exhibition last year, and it was such a great success, that the city has voted a large sum for improving the grounds and buildings, with a view of making the exhibition a permanent, annual affair. The idea is to have a park and exhibition grounds combined. Winnipeg is without anything worthy the name of a park, and the plan of a combined park and exhibition grounds might be a good thing for this city. The city should have a good park, in a convenient locality. In this way, money spent upon the grounds would also serve the double purpose of providing a place of recreation for the citizens.—*Winnipeg Commercial.*

VICTORIA NEWS.

A Bold Skipper Resists Arrest.—Romantic Capture by a Daring Officer.—Reporters in Session.

(From Our Own Correspondent.)

VICTORIA, March 26.—The reports appearing in the columns of the city press regarding the capture of Captain Dan MacLean last Monday, read somewhat like a page from Scotts' "Pirate" or Dumas' "Vicimte de Bragelinne." There is certainly enough romance about the whole affair to make a capital magazine story. The trouble arose in a small way, and was at first no bigger than a man's hand, like the cloud mentioned in Isaiah. Only, this hand was muscular and horny; tarry and hairy, and grasped an iron belaying pin and travelled through the circumambient air with the velocity of the proverbial thousand of brick, until the pin brought up against the thick skull of one of the seamen; even to the knocking of the luckless marineer off his pins, and the decanting of a copious sample of his sanguineous fluids. For this bold behaviour the law decided that Captain MacLean had better not sail the raging main for awhile, and accordingly sent off two brave myrmidons to formally invite the captain to tarry a season on shore, and hear what the lawyers had to say about it. Now, the captain and his merry men all, had, according to immemorial custom, sought solace for their sorrow at parting with these hospitable shores, by pouring out liberal libations to Neptune's shrine, with the usual consequences. In this connection it might be stated that eminently apt was the laconic epigram of a spectator of these orgies, who said, "these fellows are a rum lot," but as they were in port, little else could be expected of them.

When the two officers got aboard the schooner (the Mary Ellen), Captain Maclean and his jovial crew were found busy getting under way, the anchor having been already tripped, the spankers and foresail set and the jibs fluttering up the stays, and her head slowly paying off. Officer Millar preferred his demand and received scant courtesy in reply. But he is a dauntless man, and not the one to take no for an answer, even from a king, or the still more absolute monarch, a captain on his own main deck. He sprang to the wheel, wrenched it hard over and in a few minutes had the satisfaction of feeling the schooner's keel go bump on a sand bank. Captain Maclean was wroth and a terrible sight he presented in his anger. The schooner was cleared off the bank and was once more cleaving the blue, when the intrepid officer again dashed at the wheel and grounded the vessel. What might have happened then no one can tell, had not assistance in the persons of a substantial reinforcement of police dashed alongside in a boat and scrambled aboard, like trained boarders or scared tom cats, and taken absolute possession of the schooner and her recusant crew. The captain was token to the Hotel de Ville and five different charges were entered against him on Tuesday. The outcome of the case will be watched for with great interest by everybody.

At a meeting of the Press Gallery Association of the British Columbia Legislative Assembly, held last night, Mr. Charles H. Gibbons, representative of the *Colonist*, was elected president by acclamation for the present session. All at the meeting united in congratulating the newly-elected president, and some feeling speeches were made, highly eulogistic of the popular gentleman. Mr. Harry Munn, representive of the *Times*, and who was chosen secretary, and treasurer of any funds that may miraculously percolate into the press gallery exchequer, in speaking of the new president, took occasion to compliment that gentleman upon the fine record he had carved out for himself with his trenchant pen. He had known Mr. Gibbons several years, and had always found him, besides being a very prince of good fellows, one of nature's noblemen. (Applause.) He was proud to have him as a colleague in the gallery, and hoped he might long live to enjoy the honors which the future undoubtedly had in store for him. (Renewed Applause.) Mr. Graham, of THE COLUMBIAN, stated that, as Byron said of Francis Jeffrey, there were few men living he would sooner take his wine with. He had known Mr. Gibbons only a brief space of recorded time, and he was happy to say that gentleman's conduct had uniformly been of a kind to inspire feelings of admiration and respect. The life of the reporter was, like the policeman's, "not a happy one," but it was on occasions such as these that the journalistic spirit soared. The choice of president which had been made was worthy of the highest praise, and he prophesied that the day was not far off when Mr. Gibbons would be holding down an editorial chair on some great daily.

Mr. Gibbons, in an exceedingly humorous and witty speech, thanked his enthusiastic *confreres* and referred to an editoral which appeared in the columns of THE COLUMBIAN the other day, in reference to journalists amalgamating and forming a society. This was the true spirit of this enlightened age; the complete key to the meaning of our civilization. Why should not we journalists join hands in strong, affectionate brotherhood and march forward, the vanguard of the wave of progress, the torch and buckler bearers of liberty, advancement and education? (Great applause).

And why should the journalistic profession any longer lay itself open to such charges as were lately preferred against it by President Elliot of Yale college? That deep affront had rankled in many a journalistic heart, and he, among the rest, had felt it strongly. But a grand union of all the English-speaking journalists was the remedy for this; the panacea for all ills. He hoped the day was near for the consummation of that thought. (Applause).

A proposal made by one of the wags of the party, in amendment to the resolution to make the Red Lion Tavern the society's temporary headquarters, "that the temporary headquarters of this association be at the Read Liar Tavern," was received in deep funereal silence, until the perpetrator stole away to other shades.

DOMINION PARLIAMENT.

OTTAWA, March 26.—Senator McInnes gives notices that he will ask the Government whether it intends to take any steps to prevent the encroachments by the Fraser River on its banks, and if it is going to improve the navigation of that river.

The House was in committee of supply all day. The estimates for the Department of Agriculture were under consideration. Messrs. Davin and Daly, Government supporters, attacked the Government's immigration policy, and urged the voting of $1,000,000 annually for that purpose.

Reported Railway Deal.

It reported upon good authority that the F. & S. railroad has passed into the hands of the Great Northern. If Mr. Hill has sufficient interest in Bellingham Bay to make it the real terminus of the Manitoba system this change will result to us in a vast increase of business and population. If on the other hand the F. & S. is to be but a portion of a north and south line reaching from New Westminster to Portland, with Seattle as the point of departure overland, the purchase has little significance. The people of Bellingham Bay who are supposed to be well posted are confident that the former supposition is true. Whether the sale will affect the building of the road along our water front is not known. The last suggestion from the F. & S. company was that the city should grant the road a strip 600 feet wide over the tide flats. Inasmuch as the city has nothing to grant in the premises, the proposition will probably not be urged. The editor of the *Reveille* had an accidental interview with Mr. Bennett yesterday morning in which Mr. Bennett refused to be interviewed regarding the Manitoba deal. Whether the deal is not consummated, whether it is unsatisfactory to the gentleman, or whether his reticence proceeds from a dislike to being quoted by the Bellingham Bay papers, is a problem. He however volunteered the information that work would be pushed on what certainly has been the Fairhaven & Southern, in the north, south and up the Skagit. The slashers are four miles east of Sedro now. The northern branch will be pushed through Ferndale and Blaine to New Westminster by July. The line will be run along the shore to the Bellingham mill anyhow, and perhaps back of the town. He knows nothing of any arrangement with Mr. Cornwall. As for the terminus of the Manitoba system at Seattle or Fairhaven he had nothing to say. *Whatcom Reveille.*

PERSONAL.

Mr. D. Drysdale has returned to the city.

Mr. H. Y. Thompson, of Fairhaven, is in the city.

Mr. J. M. Stewart, of Vancouver, was in the city to-day.

His Honor Judge Bole returned from Victoria yesterday.

Dr. Robertson, medical health officer, Vancouver, was in the city yesterday and so-day on a pleasure visit.

Mr. Nelson Bennett, president of the Westminster, Fairhaven & Southern Railway, is registered at the Colonial.

Mr. C. D. Rand, the well-known real estate dealer, of Rand Bros., Vancouver, has been in the city looking up investments.

A drowning accident occurred at Mt. Pleasant on Tuesday, says the *News-Advertiser*, the particulars of which are particularly sad. The little daughter of Mr. James McConnell fell into a tub of water during the temporary absence of her mother, and when discovered a few minutes later was dead. Much sympathy is expressed for the bereaved parents.

The next Real Estate auction sale will come off at Mart next Saturday evening, the 29th inst. *td

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

WESTMINSTER'S LEADING DRUG STORE

Macpherson & Thomson's.

CHAMOIS,
SPONGES,
TOILET ARTICLES,
Climax Cough Cure
PHYSICIANS' PRESCRIPTIONS CAREFULLY DISPENSED.

Telephone 57. Night Bell Attendance.

TO BUILDERS.

TENDERS ARE INVITED UP TO NOON OF Friday the 4th April, for the erection of
FIVE COTTAGES
For Mr. A. McInnes, on St. Andrew's Street
Plans and specifications at my office.
The lowest or any tender not necessarily accepted.
WILLIAM R. KING, Architect.
New Westminster, March 27, 1890. dmh27t6

TO CONTRACTORS.

TENDERS ARE INVITED up to 6 P. M. on Tuesday, April 8th, for the erection of a
TWO-STORY RESIDENCE
At Sapperton, for Venerable Archdeacon Woods.
Plans and specifications may be seen at my office, Mary street.
Lowest or any tender not necessarily accepted.
G. W. GRANT, Architect.
Westminster, March 26, 1890. dmh26td

WANTED.

A COMPETENT BUSINESS MAN DESIRES A position in either city or country, or would accept partnership where experience and services could be used as against capital. Has had an active, practical business experience of over 20 years (15 general merchandise, 5 real estate and insurance), and is capable of taking full charge and management of store, office or any mercantile work. Double-entry book-keeper, expert accountant and good correspondent.
First-class references.
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dmh26t8

NOTICE.

NOTICE IS HEREBY GIVEN THAT THE partnership heretofore subsisting between us as dealers in boots and shoes, has been this day dissolved by mutual consent. All debts are to be paid to George H. Grant, and all claims against the said partnership are to be presented to the said George H. Grant, by whom the same will be settled.
Dated this 19th day of March, 1890.
(Signed) GEO. H. GRANT,
J. C. MACLURE.
Witnesses:
A. E. RAND,
ARTHUR GLENWHITE. dmh26m1

The Real Estate Sale
—ON—
SATURDAY EVENING NEXT

PROMISES TO BE MORE THAN EVER INteresting. There will be offered at this sale a number of City Lots in the
NEW TOWN OF BURNABY,
Together with some very choice acre property in lots of from 5 to 10 acres each. The whole of these lots are elegantly situated, many of them fronting on a wide road which follows along the creek that supplies the now famous Burnaby Lake—the future pleasure resort of the youth of the two great Cities of Westminster and Vancouver. Several acres have been already set apart for the use of the Vancouver Boating Club and arrangements have been made to erect a large Hotel at this point, for the convience of the public—which will be commenced within thirty days from date. The Hastings road runs directly through this property, and this sale will afford an excellent opportunity to those who wish to secure a few acres within easy reach of the City. Terms exceptionally easy—¼ cash; balance in 6 and 12 months, at 8 per cent.
Also—Lots in Lot 3, Blk. IV., N. W. City, near Queen's Park and adjacent to Sapperton, and within easy reach of the Post Office.
Lot 4 of the North half of Lot 17, Blk. 13, N. W. Suburbs.
Lot 11 of Lot 17, Blk. 7, N. W. Suburbs.
Lots 1, 2, 3, 4, 5, 6, Subdivision of Lot 13, Blk. X., N. W. Suburbs.
Lot 7, Subdivision of Lot 10, Blk. 9, N. W. Suburbs. Contains ½ City Lots; has a hard-finished House thereon; excellent spring of water; properly all fenced. Easy terms of payment; must be sold.
HOUSE and LOT on Clinton St. House quite new; well built; pleasant situation. Property rapidly increasing in value. Terms very liberal.
Lots 14, 15 & 16, Subdivision of Blk. B.—Victoria Gardens, City.
Lot 43 of Lot 11, Blk. 12, N. W. Suburbs.
South half of Subdivision Lot 11, of Lot 31, Block 6, Suburban.
South 2 Acres of Lot 1, of Lot 90, Group 1.
Lot 16, Subdivision Lot 19, Block 13, Suburban.
Lot 7, Subdivision Lot 18, Block 13, Suburban.
Further particulars later.
T. J. TRAPP, AUCTIONEER.
dmh26td

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Carry the Largest and Newest Stock of

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We are now showing a complete line of

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IN THE BUSHBY BLOCK,
Have Re-Opened with an Entirely New Stock of
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