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A SOUTHERN TRAMP.

Impressions of Fairhaven and Notes of its Progress After an Existence of 6 Months.

Railway Construction, City Improvements and Other Details Visible to All-comers.

Facts and Figures Given by the Chief Engineer of the Fairhaven and Southern.

[Continued from Saturday & Concluded.]

FAIRHAVEN.

is the acknowledged gem of the bay cities, not that it is the largest, for Whatcom outranks it in population, but because it is the best situated for *shipping and commercial purposes, is* inhabited by a more enterprising and progressive people, and lastly, but not least, because it is the present headquarters of the Fairhaven and Southern Railway. The *situation of Fairhaven* is all that might be desired for a handsome and easy graded townsite. Along the water's edge the land is low, but not marshy, and the plateau is large enough for a city of 50,000 population without utilizing the higher ground in the rear. A point of land, immediately west of the city, forms a natural breakwater for the harbor, and the first impression conveyed by the prospect from the water is that the name was well chosen, being expressive of what is actually the case. Fairhaven has no mud flats, but on the contrary, deep water is to be found anywhere within 100 feet of the shore. At the Fairhaven and Southern Railway Co.'s wharf the largest vessel afloat can lie in safety. The anchorage in the harbor is said to be excellent—a soft bottom with an average depth of from 8 to 12 fathoms. Above the plateau on which the city proper is being built, the hills rise with a gentle slope, not precipitous or broken, but an easy and pleasant grade. On every side new buildings are springing into existence daily, and of all the *cities on the bay*

FAIRHAVEN IS THE BUSIEST

in this line. At least 500 men are at work on building operations, street making and sidewalk laying, and yet this number is insufficient to meet the demand. Streets are being graded in every direction as fast as men and horses can do the work, but houses are going up on all quarters of the townsite in advance of street improvements, for the population is increasing so rapidly that house room must be had no matter how inconveniently *situated. Your commissioner* ascertained the following facts: Fairhaven was covered with a dense growth of timber on the 1st of January last, when the Bennett company acquired a *portion of the townsite,* and *at that* time only 4 houses were erected. Up to March 1st only 2 new buildings were added, but since that date 150 buildings, large and small, have been erected and another hundred are now being constructed. About March 1st the Bennett company began clearing away the forest, and to-day 300 acres have been slashed, burned and grubbed and are now ready for building on. The city now boasts of a post office, telegraph and express offices, a dozen hotels, an equal number of stores, two saw mills and a ship yard—and all these the creation of 6 months. All this prosperity and progress can only be attributed to the

FAIRHAVEN AND SOUTHERN

Railway Company, which is developing an enterprise second to no other corporation on the coast. The company owns a mile of water frontage that is not going to remain idle. Already about half a mile of siding has been completed and the railway track is laid the full length of the construction. A large wharf, strong enough to bear the weight of thousands of tons of steel rails, is now in use, and the railway track is also extended on to this structure. The company owns a saw mill at Whatcom and another at Fairhaven, and a portable mill which is in use at the end of the track. All these mills are running night and day, cutting bridge timber and ties for use on construction. A fourth mill is now *being built at* Fairhaven by a Mr. Heacock, who is under contract with Mr. Bennett to cut 65,000 feet of lumber every 10 hours. The mill is to be running in 7 days. The company *have now in course of erection a mag*nificent hotel, which will cost when finished between $75,000 and $100,000. It is to be built of brick and stone, of handsome design, six stories high and fire proof throughout. Your commissioner walked up 12th street and examined the work so far as it has progressed. The foundation, 100x100 feet, built of stone, broad and solid, is finished and work on the walls has commenced. Large quantities of building material are scattered about and at least 50 men are employed on the work. This gives the visitor the impression that the Fairhaven company have faith in their city, and soulless corporations are not addicted to building monuments for idle people to gaze on. When your commissioner landed on the Fairhaven wharf, a little after 6 a.m., he was surprised to find that all was

BUSTLE AND ACTIVITY,

even at that *early hour.* A large force of men were employed loading three flat cars with bridge timber, which a little later were hauled to the end of the track by one of the company's engines. Piled upon the wharf were immense quantities of railroad material, some 10,000 or more steel rails, and huge piles of bridge iron. All large pieces of machinery were marked "N. Bennett, Fairhaven." The steel rails are of American manufacture and are said to be equal to the English make. After inspecting the sheds and their contents, your commissioner chanced to meet the company's store keeper, who supplied some valuable information. The rolling stock of the company at present in use consists of the following: two 65 ton, 20 wheel locomotives; 13 flat cars, 8 box cars and one caboose. All these are at present in use on construction, but this number will be largely increased when the rolling stock, now *en route* from the east, arrives. The locomotives are the finest made on the continent, and are built on the English pattern. They are also very powerful, *being specially built for drawing heavy* trains. The cars are as good, if not better, than any in use in America. Even the flat cars are provided with air brakes and Janney's patent couplers, which improvements few of the best equipped roads on the continent can boast of. The workmanship on the cars, and the general finish, is superior to anything your commissioner had ever seen before.

RAILWAY CONSTRUCTION.

was the next matter *investigated* by your commissioner, and to attain the object in view another journey on foot was necessary. Proceeding down the line for 4½ miles the end of the track was reached and here was found a gang of 60 men busily engaged at track laying and tie placing. The manner in which the rails are laid does not concern the readers of these researches; the facts of what has been done being required, not the mode of operation. Only a limited number of men can be utilized in track laying, and the foreman explained that he had every man at his command necessary for the rapid performance of the work. The rails are hauled out on flat cars to the end of the track and are dumped off; the train then returns for another load. Ties are also brought to the ground by train, from the mills at Fairhaven and Whatcom. Track laying is proceeding at the rate of from ½ to ¾ of a mile per day—as rapidly as it can be accomplished under the circumstances. After viewing the operations for a time your commissioner returned to Fairhaven and called at the *general offices of the company.* Mr. Bennett is at present in New York, but Mr. J. J. Donovan, chief engineer of the company, was found at his post, although the hour was still early. Your commissioner introduced himself to Mr. Donavan and explained his mission. Mr. Donavan, gave the visitor

A CORDIAL GREETING

and then courteously intimated that all the information he was in possession of, and any required from the books of the company, was at the disposal of your commissioner. This was unexpected, but advantage was taken of the offer. After chatting for a few minutes on railway matters in general, Mr. Donovan said: "Our line is graded a distance of 26 miles south to Sedro, on the Skagit river, where the coal mines of the company are located. These mines are very rich, two large seams having been developed, one 14 feet in *width. No finer bituminous coal* has been found in Washington Territory. Our tracklayers are hard at work laying the rails towards the Skagit, and we expect to have trains running to Sedro in less than 60 days. We have 500 men at work on culvert and bridge building, and these would be further advanced towards completion but for the scarcity of timber, though we have three mills running night and day supplying material. We have experienced great difficulty in obtaining lumber, but after next week, when Mr. Heacock's mill is in operation, we expect to have no further trouble in that direction. Everything in connection with construction is progressing to the satisfaction of the management of the company. As soon as the line is completed to the Skagit the valley of that river will be tributary to Fairhaven, which will be an immense advantage to the business of the city. Some time in December we will be marketing coal from the Sedro mines in all the cities on the bay. A force of 50 men is now at work developing the veins, and the coal will be ready to mine by the time tracklaying is finished to the Skagit."

WORKING NORTH.

"Have you done anything yet as to operations north?" asked your commissioner.

"We have three engineering parties at work between Fairhaven and the boundary," replied Mr. Donovan, "and the location will be definitely settled within a few weeks. We have secured right of way for five miles north of Fairhaven, and our agents are at present engaged in further negotiations. *The route we will take cannot be made* public yet, as it would interfere with purchases of right of way in course of arrangement.

"When will you begin grading towards Westminster?"

"Within two weeks we will be grading north, but only five miles of the line will be built until the whole right of way is purchased. It is not our policy to show our intentions before hand, and we cannot take the chances of paying any price demanded for land, which would naturally be the case if our definite location was made public. The 500 men now employed on bridge and culvert building on the Skagit line will be transferred to the northern line in two weeks, and the work will be rushed as fast as possible while the fine weather lasts."

"Then you really mean business, and intend pushing operations towards forming a junction with the Southern Railway at the boundary?"

"The day after Mr. Bennett and Mr. Thompson returned from Westminster, after completing arrangements for the tsansfer of the line to our control, a party of engineers was sent north and commenced the work of location, and since then we have been working with the strict object in view of pushing the road to completion *from Fairhaven at the earliest possible* date. Mr. Bennett took full possession of the Southern Railway on Aug. 1st, and everything in connection with it is now under his control. It is quite *probable that construction will be fin*ished from the Nicomekl river to the boundary this fall, and we fully expect to have the whole line completed from Fairhaven to Westminster by May 1st, *1890.*"

"Is it your intention to do much in the way of improvements at Westminster?"

"By the terms of our agreement we are bound to fulfil certain conditions which will necessitate the expenditure of large sums of money, but how much I am not prepared to say. One thing, however, is certain, our expenditure will be vastly in excess of your bonus."

"Will your equipments and improvements be on the same scale as at Fairhaven, and will you commence operations there at an early date."

"Everything we construct will be substantial throughout, but of the scale on which improvements will be made it is a little too early to speak. The bylaw has not carried yet; when it does our intentions will soon be known. If you vote the bonus no time will be lost in commencing work, for there is much to be done."

"Supposing the bylaw does not pass, will the work you have already done between Fairhaven and the boundary be thrown away."

"Not by any means. We will build into British Columbia all the same, but Westminster will not be benefitted thereby."

"But you are working the same as if the bylaw were already passed."

"Why," said Mr. Donovan, "you do not infer that Westminster will reject it?"

Your commissioner ventured the prophesy that the bylaw would carry without trouble, especially after the people were made aware of what the Bennett company had already done and what it proposed doing. Mr. Donovan was questioned concerning southern connections, and he replied that construction would be pushed *south as soon as the line to Westmin*ster was well under way. He said

THE SOUTHERN TERMINUS

of the road would be Portland, while the eastern terminus will be somewhere east of the Rocky mountains. He also informed your commissioner that the line had been definitely located to the summit of the Cascades, and that maps of the definite location have already been filed with the secretary of the interior for a line 80 miles up to Skagit river. He also hinted that the Fairhaven and Southern Railway would form a junction with the Manitoba road, which is now building towards the Rockies. If this connection is made it will give Westminster another through line to the east. While this conversation was in progress a bundle of papers were brought in and laid on Mr. Donovan's table, which he explained were the reports of the previous day's work. Your *commissioner was invited to inspect* the papers, which he did and found them to be reports of all the work in progress. Thinking it would be interesting, as well as conclusive evidence *of the operations of the company,* the following was copied from one of the papers:

F. & S. R. R.

DAILY TRACK REPORT.

Foreman	Wm. Shields
No. of men employed	60
Hours surfacing	5
No. of ties placed	1200
Track laid from station 166-142 2400ft.	

(Signed) WM. SHIELDS, Foreman.

Your commissioner personally inspected the work above mentioned and is therefore in a position to verify the report, which is correct in every particular. Mr. Donovan was then asked concerning the steel rails ordered in England to be delivered at Westminster. He replied that he was present when Mr. Bennett ordered 3000 tons of 56 pound rails, to be delivered in the Fraser in February next.

"How does your company stand financially?" was the next question asked.

"The capital stock of the company," said Mr. Donavan, "has lately been increased from $1,000,000 to $6,000,000," and then he smiled quietly and added, "we are not hampered in that direction."

"It is reported that your company has spent nearly $2,000,000 in Fairhaven and vicinity, on railroad construction and on other enterprises; is this true?"

"Well, you are asking a question that is hard to answer, and I cannot give you a direct reply, but I will say that we have spent an immense amount of money since the first of the year. *on our improvements in Fairhaven,* the length of line graded and our expenditure for stock and material, and you will easily understand that all these must have required a large ex*penditure of money. I might also* add that we pay all our accounts monthly, on the 25th of each month, and no person has yet been able to say the Fairhaven and Southern Co. is slow pay."

"Besides the railway, your syndicate controls other enterprises, does it not?"

"Yes, the syndicate controls the Fairhaven Land Co. and the Skagit Coal and Transportation Co., besides the Fairhaven and Southern Railway. The officers of these companies are: Nelson Bennett, president; C. X. Larrabee, vice-president; E. M. Wilson, treasurer; E. L. Cowgill, secretary; J. J. Donavan, chief engineer."

POSITIVE ASSURANCES.

Before taking his leave your commissioner put a parting question to Mr. Donavan: "Can I tell the people of Westminster that the road will be pushed to completion immediately?" To this he replied: "The people of Westminster will be able to ride to Fairhaven over our line by rail very early next summer. You can assure them of that." After apologizing to Mr. Donavan for occupying so much of his valuable time, and thanking him for the courteous reception, your commissioner withdrew. A short distance from the Fairhaven and Southern Railway Company's office stands a small building on which is painted in large letters, "Arthur & Sherman, attorneys at law." Thinking a legal opinion on railway matters might not come amiss, your commissioner entered and introduced himself to Mr. Sherman, who seemed willing to speak on the subject introduced. He said the people who had taken up their residence in Fairhaven had done so expecting that railway construction would be vigorously prosecuted, and they had not been disappointed. The *moment it became known that Mr.* Bennett had acquired a portion of the townsite, with the intention of making Fairhaven the base of operations for the building of his railway there was a *grand rush for the new city,* and that rush has continued ever since. Mr. Bennett's reputation as a successful railway builder, his thorough business habits and remarkable powers of perseverance, instilled confidence in every one, with the result that Fairhaven boomed from the first. Certain promises were made by Mr. Bennett concerning what he proposed doing, every one of which had been faithfully kept. Even the most sanguine believers in the ability of Mr. Bennett to keep his promises are surprised at the wonderful energy he has shown in connection with the construction of the railway. When connection is made with Westminster, the Bellingham Bay cities will then be in direct communication with the east over the C. P. R., which is looked upon as a most important advantage from a commercial point of view. A direct line to Westminster will develop the trade between the two cities and result advantageously to both. "We are a city," concluded Mr. Sherman, "of only six months' growth, and you can see for yourself the progress we have made. A year hence Fairhaven will have surpassed all other cities on the bay; and if you revisit us then you will find my prediction is correct." Your commissioner called on several other prominent citizens, who spoke enthusiastically of the Bennett Company and the wonderful enterprise they have shown in all directions. It was impossible to find a man who had not confidence in Mr. Bennett, and even the people of Sehome were as extravagant in their praise of him. "Why," said one gentleman, "we all knew Canfield would never build the road to Westminster, and that was the reason his scheme found so little support except from the large landholders of Whatcom, who wanted to boom their property. But the day we heard Bennett had undertaken to build the line we knew it was straight business this time. Bennett *is a railroad builder from the word* 'go' and you can depend on him." In Whatcom the public expression was different. Many people there still cling to the fond hope that Mr. Canfield will yet surmount the difficulties with which he is beset and build his line both south and north. Several of the largest property owners in Whatcom are said to be associated with Mr. *Canfield in his enterprise, and as it* plainly means "railroad or burst" with them it is no wonder they still argue confidence in the Bellingham Bay and Westminster Railway. Fairhaven, it is generally admitted by all disinterested parties, is rapidly overhauling Whatcom, and in another year will be the larger place of the two, therefore the jealousy of the people of the latter town is not to be wondered at.

When your commissioner turned his back on Fairhaven he left with the decided conviction that the Bennet Company is thoroughly sincere, and that its intentions and agreements regarding Westminster will be carried out to the letter. There may be people who will question the truth of some of these statements. To such doubters your commissioner would say: Go to Fairhaven and search for yourselves. The distance is not great and the expense is comparatively small. Do not condemn at random, but if you have the interests of Westminster at heart prove the truth or falsity of these statements before passing judgment on them.

Having accomplished all he was able *to do in the short time at his disposal,* your commissioner began the homeward journey, upon which it will not be necessary to dwell, and arrived that evening at the outskirts of Blaine. *Having returned the saddle and bridle* to the owner, the Southern tramp, dusty and sun browned, led his somewhat subdued steed by a short rope through the one principal street of Blaine, much to the amusement of the inhabitants in general. Anchoring at the St. Leonard's for the night, the final stage of the homeward journey was commenced next (Friday) morning, and Westminster was reached, all well, at noon

Y. M. C. A. CONVENTION.

Closing Day of the Sixth Annual Convention of the Pacific Northwest, at Vancouver.

On Saturday, the third day of the convention, work commenced with devotional exercises, Rev. E. T. Clapp conducting. This was followed by an *address by S. Bain, Esq.,* Portland, on Bible training classes; their importance. Reports of officers of the executive committee were then read and were followed by Rev. G. A. Tewksbury, who spoke on "some of the dangers that threaten the church; and what the Y. M. C. A. can do to counteract them.' At 11:50 lunch was served in Wilson Hall, to which the delegates adjourned and enjoyed a most sumptuous repast, provided by the ladies of several of the churches, St. James, the First Presbyterian and St. Andrew's. The occasion was taken advantage of by Messrs, Henderson, Victoria; Rev. Mr. Clapp, of Portland; Messrs. Hanson, of Spokane Falls; Bain, Portland; Rev. E. Robson and others to make short addresses of congratulation, etc. Mr. George Carter announced that 119 delegates were present and $2,700 had been raised. The rest of the afternoon's programme commenced with devotional exercises and was followed by the reading of several interesting papers. A large company assembled in *the Imperial Opera House for the* evening session of the convention. The services were opened at 7 o'clock by a song service, conducted by Prof. R. K. Warten, of Portland, followed by a brief address and devotional services, led by J. F. Betts, of Vancouver. Mr. N. H. Jacks then showed a number of views of leading Association buildings and workers throughout the country. These were shown by means of a stereopticon, and centered a great deal of interest upon the work being done in these magnificent buildings. Mr. H. E. Brown, of New York, then addressed the convention upon the subject of "The field work and agencies of the Young Men's Christian Associations." Mr. Mason spoke upon "Vancouver's new Association building. When and how to build it." Mr. Mason presented the needs of a new and larger building for Vancouver's young men, and stated that it was desired to secure funds to put in the basement, which would cost the sum of $5,500. Subscriptions were announced, together with pledges on cards, amounting to $4,800, which gives a great impetus to the building project and is a good foundation to start with. A series of resolutions were then passed, and after announcements of Sunday services, the convention was, on motion, adjourned to meet next year in Portland, Or.

Marital Woes.

The young couple who were recently married in public and went to housekeeping, have severed the marital tie, the husband leaving for the Sound a few days ago. On Wednesday the prize bedroom set was taken possession of by A. Aaronson, who held a chattle mortgage on the same. A well-known young man of this city, who had figured in affairs which do not redound to his credit, is a party to the unhappy termination of this affair.—*Friday's Times.*

Children Cry for Pitcher's Castoria

THE DAILY COLUMBIAN
PUBLISHED
Every Afternoon except Sunday,
BY THE
KENNEDY BROTHERS,
At their Steam Printing Establishment, Columbia Street.

BY MAIL:
For 12 months.....$6 00
For 6 months.....3 25
For 3 months.....2 00

DELIVERED IN THE CITY:
For 12 months.....$7 50
For 6 months.....4 00
For 3 months.....2 25
Per month.....75
Per week.....25
Payment in all cases (except for weekly rate) to be made in advance.

THE WEEKLY COLUMBIAN
Issued every Wednesday Morning.
Mailed, per year.....2.00
Mailed, 6 months.....1.25

Daily British Columbian
Monday Evening, Sept. 23, 1889.

The conclusion of our commissioner's report on the Southern Railway route and the progress of the work, which we publish to-day, will be read with an interest exceeding even the former part. On one point, at least, the reader who has carefully perused the whole narrative of fact will find himself convinced, and that is that the Fairhaven & Southern Railway is in good and competent hands. Of Mr. Nelson Bennett's solid financial standing and good faith the report furnishes, to say the least, strong presumptive evidence. The mere fact of what has been accomplished, and is yet being done, at Fairhaven, the Company's headquarters, constitutes substantial and indisputable proof that the Bennett Company is built upon bed rock and that it is able, at any rate, to carry out its intentions. Practically unlimited capital would seem to be at the disposal of Mr. Bennett, the head of the enterprise, and we are very much mistaken if Fairhaven, the chosen centre of his operations, with its splendid situation and natural advantages, does not prove a second Vancouver, in the rapidity and solidity of its growth. The $75,000 stone and brick hotel in course of construction, mentioned by our commissioner (a copy of the elevations of which may be seen at this office), is an earnest of the future city that the backing and enterprise of the Bennett Company will cause to spring into existence at Fairhaven. It will be worth while for Westminster to be connected with even such a centre as that; but does anyone suppose that Fairhaven will be long without connection with every road on the continent? We venture to say not. (Parenthetically, we would state here that our commissioner brought with him, as well as the sketches of the Fairhaven Hotel referred to above, a copy of a railway chart, showing the exact progress and condition of the railway south of Fairhaven and also the lines of the projected connections with transcontinental roads, which may be inspected at this office). It will be patent to everyone, we think, after perusing our commissioner's report, that Westminster need not have the slightest apprehension about speedy connection with American transcontinental railways if it throws in its lot with the Fairhaven and Southern, and this is the principal and, perhaps, most important fact that will be deduced from our commissioner's report, besides the general testimony to Mr. Nelson Bennett's undoubtedly solid financial standing and unimpeachable good faith.

Vegetarianism is gradually but surely becoming recognized as something more than a mere craze, and to-day numbers in its ranks many men of eminence either as total or partial believers in the crusade against flesh meat for human food. The contention of the vegetarians is that as hard and as good work can be done upon a vegetable diet as upon flesh meat; that their principles are more conducive to health and that the cost of living is reduced by one-half or more, by a systematic vegetable diet. The latter argument does not appear to be much disputed, and if the remaining benefits attributed to vegetarianism can be substantiated, the food reformers will have made a great point. Pitman, the inventor of phonography, is a very old man, and one who in spite of his years works ten hours daily. Parnell, the Irish leader, is ready at a moment's notice to keep the British house of commons going all night (no easy task), whilst Howard Reynolds, the renowned cornet soloist, is also a busy man. These three are believers in vegetarianism and practice its principles, so that at the first blush there seems reason in the contention of the food reformers. Whether good heavy manual labor can be maintained upon a purely vegetable diet is, however, a different matter. Dr. Allison (no mean authority) says that it can, but, of course, his vegetarianism includes the use of milk, cheese, butter and eggs. As far as we can understand, vegetarians, one and all protest against the using of tobacco and fermented liquor (why, it is difficult to comprehend, these articles certainly being flesh meat in no sense). One great reason, perhaps, for the favor with which the theory is being received is to be found in the fact that the reformers have succeeded in bringing the cooking of vegetables to a higher standard. In fact, some of their dishes are so concocted and manipulated that they will pass fairly well with the uneducated palate for highly seasoned flesh of some description. Indeed, the perfection of their cooking has in a great measure been their great claim to attention. Whatever may be thought of the extreme idea, little doubt appears to exist in the minds of those able to judge, that flesh meat enters too largely into the dietary of the average man. Every now and then a prominent medical man will commit himself to this opinion, but it is difficult to find any large body of physicians who seem willing to countenance vegetarianism out and out. In large cities, where competition is keen and the battle of life is made more severe by small or uncertain wages, and the false ideas about "keeping up appearances," vegetarianism is being received as the gospel of cheap living, by those who have to cut and contrive how to exist at all. To this large class it appeals with a force which is the more powerful as the purse strings are drawn tighter. How the poor live is one of the great problems of every thickly populated community, and because "necessity is the mother of invention," any new idea that promises to cheapen the cost of living is certain at least of a patient and hopeful reception.

SCIENTIFIC MISCELLANY.

It is calculated that forests still cover nearly thirty per cent. of Europe, and forty per cent. of the vast area of Russia.

The North Star is approaching the pole. Mr T. H. Saffoad has found that it will reach 89° about 1944 A. D., and will remain within a degree of the pole 300 years, making its nearest approach about 2102, when the declination will be 89° 32' 23."

More than 1000 peaks in the Himalayas have been found by measurement to exceed 20,000 feet in height, and it is estimated that at least 2000 reach this altitude. In the Alps there are two peaks more than 15,000 feet high, and six or seven over 14,000 feet.

ACETEC ACID IN SURGERY.—A German Surgeon, Dr. F. Engelmann, claims that acetic acid is as effective an antiseptic as carbolic acid, and is to be perferred on accouut of its harmlessness, even in concentrated solutions. Other anvantages are its effect in stopping flows of blood, and the fact that it penetrates the tissues more readily and deeply than other antiseptics. A three or five per cent solution is used.

The abundance of remains of the mammoth in Siberia is almost incredible. Middendorff reckoned that at least 100 pairs of tusks had been put upon the market yearly during the last two centuries, and from personal observation Nordenskjold is inclined to regard this estimate as too small. It thus appears that in the recent modern trade useful tusks of more than 20,000 of these animals of past ages have been collected.

UNWATERED SAND.—About a fifth of the globe's land surface, according to Prof. Loomis, has an annual rianfall of less than ten inches, and a considerable larger part has too little water for agricultural purposes except in the limited districts where irrigation is practicable. In North America an almost rainless region exists in Southern California and Arizona, and a large area about Slave Lake has only ten inches of rain yearly.

MARINE ENGINES.—The City of Rome's engines have six cylinders, three of more than seven feet in diameter, and they indicate 11,890 horse-power. The Etruria and Umbria each have three cylinders—two of nine feet and one of six feet—and develop 14,321 horse power. The City of New York and the City of Paris each have triple expansion engines of 20,000 horse-power. The vessels of the Italian navy have engines of 18,000 horse power, and two have engines of 19,500 horse-power. The most wonderful engines yet designed, however, are those of the Sardenia, with twelve main cylinders, to develop 22,800 horse-power.

AGRICULTURAL SCIENCE IN GERMANY.—There are 62 experiment stations and other like institutions for agricultural research in Germany, the land of the earliest and greatest development of scientific farming, and these employ 217 scientific specialists. From the best accessible accounts it appears, according to Prof. W. O. Atwater, that 27 German stations exercise control of commercial fertilizers, 29 of feeding-stuffs, and 30 of seeds, by examination of wares in the interest of the purchaser; this, however, in most cases, being only part of the work done. Some stations follow a number of lines of inquiry, others confine themselves to one or two. There are 15 devoted mainly to investigations in vegetable physiology, including nutrition of plants; 7 to animal physiology, including feeding experiments; 3 to dairy industry; 4 to sugar-beet and 3 to fruit and wine culture. There are 9 with buildings for vegetation experiments, 4 with special structures for feeding experiments with animals, and 2 with experimental gardens. The results of the work done are of the greatest value to the German farmer, who has learned to make daily use of the information furnished.

Children Cry for Pitcher's Castoria

Company Orders!

NO. 1 COMPANY, NEW WESTMINster Rifles, will parade at the Drill Shed on MONDAY night, at 8 o'clock sharp. Every member is expected to be present as important matters are to be arranged. By order,
F. R. GLOVER,
dse2l2 Lieut.-Com'd'g.

A GENERAL INVITATION
IS EXTENDED TO THE PUBLIC TO ATTEND THE
Supper & Entertainment
By the Ladies' Central Committee of the Y. M. C. A., at the
OPERA HOUSE
—ON—
Monday Evening, Sept. 23.
Supper will commence at 7 o'clock and will be followed by addresses by delegates to the convention. dse2l2

Great Attraction for Exhibition Week
MISS PEEBLES
WILL HOLD A
BAZAAR and FANCY FAIR
2nd, 3rd and 4th of October.
IN HER PREMISES on COLUMBIA ST.
The store will be illuminated with Chinese Lanterns and thrown open to the public from 8:30 a. m. till 11 p. m. The store has been enlarged and is now 70 feet long. An ORCHESTRONE and other valuable articles will be sold by Dutch Auction at the close of the Bazaar.
NOTE THE ADDRESS:—Columbia Street, opposite the Bank of Montreal. se3dw1m

F. G. STRICKLAND & CO.
Mill, Mining and Agricultural Machinery
WE HAVE THE LARGEST AND FINEST STOCK OF
CARRIAGES, PHAETONS, HANDY MARKET & CHURCH WAGONS
IN THE MARKET. ALL OUR RIGS ARE FULLY GUARANTEED.
Repairs of all kinds neatly and promptly done.
F. G. STRICKLAND & CO.
se3dw Webster's Building, Westminster, B. C.

A. DesBRISAY,
Corner Columbia and Blackie Streets,
OPP. C. P. R. STATION,
General Groceries & Provision Merchant
SELECTED
Teas, Coffees, Spices, Butter, Eggs, Cheese, Dried Meats, Canned Goods, Fruits and Confectionery.
dap16tc

JAMES D. RAE
[SUCCESSOR TO D. McPHADEN]
DEALER IN ALL KINDS OF FIRST-CLASS
Groceries and Provisions
FEED, &C.
Coffees Roasted and Ground on the Premises. Fine Teas a Specialty.
dw1y COLUMBIA STREET

BRITISH COLUMBIA MEAT MARKET,
Columbia Street, New Westminster.
VAN VOLKENBURGH BROS.
Wholesale and Retail 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.
d28noly

LONDON MARKET
Front Street, New Westminster.
MANAHAN & REICHENBACH,
(SUCCESSORS TO W. B. TOWNSEND)
DEALERS IN ALL KINDS OF FRESH & SALT MEAT
Hams, Bacon, Sausage, Bolognas, Etc.
dnolyl

This Paint is a rich brown color. It is the
Best Paint
IN THE WORLD,
covers double the surface, looks better, and lasts longer than the best lead and oil paint manufactured.

LOST
LOST, ON AGNES STREET, near Mr. Curtis' residence, a Gentleman's Gold Breast Pin. The finder will be rewarded on returning it to D. Lyal & Co. dse2l3

THOSE WISHING
FREE-HAND
Crayon, Water Color or Pastel
PORTRAITS
[For Christmas]
Should Leave their Orders Early with
Miss Linnie Lewis
Orders taken during the Exhibition at the Exhibition Building.
Instruction in Drawing and Painting at Studio—Cor. ROYAL AVE. & MARY ST.
dwse2lm1

In the Supreme Court of British Columbia.
BETWEEN
JOSEPH BROWN, Plaintiff,
AND
T. E. MARTIN, Defendant.
NOTICE IS HEREBY GIVEN THAT an Order has been made in the above-mentioned action bearing date the 17th day of September, instant, whereby it was ordered that service of the Writ of Summons herein and said Order upon T. J. Trapp, Esquire, and the mailing of copies of the same by prepaid letter addressed to the above-named defendant at Regina, N. W. T., and the insertion of this notice in THE BRITISH COLUMBIAN newspaper for one month, should be good and sufficient service of the Writ of Summons herein, and that in default of appearance the plaintiff may proceed as if personal service had been effected. And it was further ordered that the said defendant should appear to the said writ within three months after such service.
Dated 18th day of September, A. D. 1889.
CORBOULD, McCOLL & JENNS,
dse18m1 Solicitors for the Plaintiff.

—THE—
Central Hotel
Cor. Columbia & Douglas Sts.
STEWART & CASH, PROPRIETORS
J. J. WILSON, - MANAGER.
Rates, $1.00 and $1.50 per Day,
ACCORDING TO ROOM.
SPECIAL RATES BY THE WEEK OR MONTH.
☞ Parties supplied with all kinds of ICE-CREAM. dmy4m6

Eligible Lots
Corner Park Lane & Pelham Street,
Adjoining the new residence of H. V. Edmonds, Esq.
FINEST RESIDENTIAL LOTS
IN THE CITY.
BEAUTIFUL SITUATION.
These lots will be sold on easy terms. For particulars apply on the grounds on or after MONDAY, 23rd Sept. dse16tc

SUPPLEMENTARY -:- PRIZE -:- LIST
—OF THE—
B. C. Agricultural Association Exhibition
—TO BE HELD AT—
NEW WESTMINSTER CITY,
October 2nd, 3rd and 4th, 1889.

DIVISION A.

Classes 9, 18, 27 and 36. The prize is increased to		$30 00

DIVISION C.

CLASS.	OXFORD DOWNS.	1st	2nd
17	Best Ram one year old and upwards	$10 00	$5 00
18	" " Lamb	5 00	3 00
19	" Pen of 3 Ewes one year old and upwards	7 00	5 00
20	" " of 3 Ewe Lambs	5 00	4 00
	SHEEP—MERINO.		
21	Best Ram one year old and upwards	10 00	5 00
22	" " Lamb	5 00	3 00
23	" Pen of 3 Ewes one year old and upwards	7 00	5 00
24	" " of 3 Ewe Lambs	5 00	4 00

DIVISION D.

CLASS.	SUFFOLK.	1st	2nd
18	Best Boar one year old and upwards	$10 00	$5 00
19	" Breeding Sow in farrow at the meeting or that has been within six months	7 50	4 00
20	" Pen of two Sows, of the same litter, under 12 months	5 00	3 00
21	" Boar under one year old	5 00	3 00

DIVISION E.

CLASS.	ORNAMENTAL FOWLS.	1st	2nd
75	Best pair Pea Fowls	$ 3 00	$2 00
76	" " Guinea Fowls	2 00	1 00
77	" " English Pheasants	1 00	50
78	" " Mongolian Pheasants	1 00	50
79	" " White Turkeys, not to be entered for any other prize.	2 00	1 00

On page 53 in Prize List, amongst Special Prizes, H. M. Cunningham & Co. should read 5 entries instead of 15.

DIVISION L.

CLASS.	CUT FLOWERS.	1st	
58	Best 6 Roses	$ 1 00	
59	" Collection of Dahlias	1 00	
60	" Bridal Bouquet	1 00	
61	" Wreath or Cross	1 00	
62	Best Six Rex Begonias	1 00	
63	" Water Color, Floral	2 00	$1 00
64	" " " Landscape or Marine	2 00	1 00
65	" " " Still Life	2 00	1 00
66	" " " Portrait	2 00	1 00
67	" " " Collection	5 00	3 00
68	" Oil " Floral	2 00	1 00
69	" " " Landscape or Marine	2 00	1 00
70	" " " Still life	2 00	1 00
71	" " " Portrait	2 00	1 00
72	" " " Collection	5 00	3 00
73	" Decorative Painting	2 00	1 00
74	" Modeling or Wood Carving	2 00	1 00
75	" Hand-painted China	2 00	1 00
76	" Repousee or Hammered Brass Work	2 00	1 00
77	" Oil Painting, Children under 15 years	2 00	1 00
78	" Crayon Landscape	2 00	1 00
79	" " Portrait	2 00	1 00
80	" Collection Cabinet Photos (plain)	3 00	1 50
81	" " " " (colored)	3 00	1 50

Under Classes 47 and 49 of this Division the prizes should be $5 and $3, not $3, $1.50 and $3.

CLASS.	DIVISION N.	1st	2nd
11	Best Rick Rack Crochet	$ 1 00	$ 50
12	" Crochet Lace	1 00	50
13	" Collection Knitted Lace	5 00	3 00
14	" Honiton Lace	1 00	50
15	" Point Lace	1 00	50
16	" Collection Lace	4 00	2 00
17	" Darned Net	1 00	50
18	" Applique Work	1 50	75
19	" Crewel Work	1 00	50
20	" Outline Work	1 00	50
21	" Rick Rack, Sewn	1 00	50
22	" Cheney Work, hand-made	1 00	50
23	" Crazy Work	1 00	50
24	" Braiding on Wool	1 00	50
25	" " " Cotton	1 00	50
26	" Historic Picture, raised wool work	3 00	2 00

CLASS.	DIVISION P.	1st	2nd
33	Best Bunch Sawn Shingles	$ 2 00	$1 00
34	" " Shaved Shingles	2 00	1 00

CLASS.	DIVISION Q.	1st	2nd
4	Best Araseine Work { Not competing for any other	$ 2 00	$1 00
5	" Chenille Work { class in this Division.	2 00	1 00

Class No. 1 altered to read $3 and $2.

CLASS.	DIVISION T.	1st	2nd
7	Best Carriage Afghan	$ 1 00	$ 50

	SPECIAL PRIZES.	1st	2nd
Geo. D. Brymner—Best Collection Bottled Fruit and Jellies		$ 7 00	$3 00
Kennedy Bros—Best Collection of Grain grown in the Province by Exhibitor, 1st prize, $10 cash and the *Daily Columbian* for one year; 2nd prize, $5 cash and the *Daily Columbian* for one year (*Daily Columbian*, $8)		18 00	13 00
P. Peebles—Best Bread by lady not competing for other prize, one Dominion Wire Mattress, value		7 50	

FASHIONABLE
DRESS MAKING
At MISS JENNINGS',
(LATE OF ENGLAND)
Corner of Church and Columbia Streets, NEW WESTMINSTER.
☞Satisfaction guaranteed. dwfe7tc

B. C.
MONUMENTAL
WORKS.
Columbia and Church Streets.
Alex. Hamilton,
PROPRIETOR.

CROSS & POINGDESTRE,
Wholesale and Retail
TOBACCONISTS
CHOICE BRANDS OF
IMPORTED CIGARS,
Finest Cigarettes,
Fancy Imported PIPES, POUCHES, CIGARETTE CASES, ETC.
Choice Smoking Tobacco
Thompson's Old Photo Gallery,
COLUMBIA STREET NEW WESTMINSTER.
se3dtc

Plants for Sale!
—AT THE—
Douglas Street Nursery.
ORDERS TAKEN FOR FRUIT AND ORNAMENTAL TREES, including all the leading varieties of
Apples, Pears, Plums, Cherries,
—ALSO—
SMALL FRUITS of every description.
Bouquets, Wreaths and Crosses made to order.
ddwap3y1 P. LATHAM.

Corbett & Kennedy,
MANUFACTURERS OF
TIN, COPPER & SHEET-IRON
WARE.
WEBSTER'S BLOCK (UP-STAIRS),
FRONT STREET, NEW WESTMINSTER.
HAVING JUST OPENED IN THE above line, we respectfully solicit a share of the trade, and trust by careful attention to orders and moderate charges to merit the same. Experienced workmen; satisfaction guaranteed.
Estimates furnished for Galvanized Iron Cornice, Roofing, Plumbing, Gas-fitting, Steam and Hot Water Heating, &c.
☞Entrance to premises on Mary St in rear of Bank of B. C. dwmh9tc

NOTICE.
I HEREBY GIVE NOTICE THAT sixty [60] days after date I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following tract or parcel of land, viz:
An Island in New Westminster District north of Lot 104 [McNab's ranche] in the Fraser River, containing five [5] acres, more or less.
HENRY E. HARLOCK.
Ladner's Landing, Sept. 12, 1889. d2m

Notice of Removal
M. A. McRAE,
MERCHANT TAILOR
Begs to announce that he has removed to store in
ARMSTRONG'S new BLOCK
Opposite Masonic Building,
COLUMBIA STREET.
SOLICITING A CONTINUANCE OF PUBLIC PATRONAGE.
dwmh28tc

Farmers, Attention!
THE UNDERSIGNED HAS
FOR SALE
—AT—
Chilliwack, B. C.
31 Farm Wagons.
18 Buck Boards.
1 Span well matched 4-year old Black Horses.
3 Single Driving Horses.
6 Cows and Calves.
10 Head Steers.
1 Trotting Wagon.
☞A Full Line of Cooking Stoves, Heating Stoves, Tinware, Hardware, Groceries, Dry Goods, Notions, Crockery & Stoneware, Clothing, Hats & Caps, Drugs, Farm Implements, House Furnishings, Furniture, and the Largest Line of Boots and Shoes above Westminster and the most Complete Stock of General Merchandise.
COME AND EXAMINE AND BE CONVINCED.
HENDERSON BROS.
jy10d&w3m

STOVES! STOVES!
—GO TO—
E. S. SCOULLAR & CO.
—FOR—
Cheap Cooking Stoves & Ranges!
DON'T FORGET THE ADDRESS:
Water & Granville Sts., Vancouver. Columbia St., New Westminster
—OR TO—
SAMUEL MELLARD, - CHILLIWHACK,
Whom we have appointed our sole agent for our celebrated Stoves in that district. Mr. Mellard will supply our Stoves at New Westminster prices. dwno1y1

THIS SPACE BELONGS TO
H. T. READ & CO.
HARDWARE MERCHANTS.

BUGGIES! BUGGIES!
JUST RECEIVED,
A CAR-LOAD OF
Pell, Rice Coil-spring & McLaughlan
BUGGIES
—ALSO—
DUPLEX, HANDY, BRADLEY & OTHER
Democrat and Express Wagons!
☞The Best and Cheapest Rigs ever offered for sale in British Columbia.☜
dwap5tc Reid & Currie.

CHAS. McDONOUGH,
Front Street, New Westminster.
New Westminster Mills Woolen Goods
EXTRA FAMILY BLANKETS,
FLANNELS, WORSTEDS & 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. dmh3otc

ROYAL CITY
Planing Mills Company, Ld.
RICHARD STREET, NEW WESTMINSTER.
MANUFACTURERS AND DEALERS IN
All Kinds of Rough and Dressed Lumber
Shingles, Shakes, Laths, Pickets,
SALMON BOXES, NET FLOATS, TRAYS,
AND ALL KINDS OF
Wood Furnishing for Canneries.
Doors. Frames. Windows,
Mouldings. Balusters.
Blinds. Brackets.
Railings, Newels.
PLAIN AND FANCY AND ALL KINDS OF TURNED WORK.
no19dwly

Vancouver City Foundry & Machine Works Co.
(LIMITED)
Engineers, Boiler Makers, and Iron and Brass Founders
HAVING GREATLY INCREASED THEIR PREMISES AND MACHINery, are in a position to undertake the construction and repairs of Marine and Stationary Engines and Boilers, Milling, Mining and Cannery Machinery, as well as Castings and Forgings of every description.
Estimates given; all work guaranteed.
D. CARTMEL, General Manager. A. McKELVIE, Mechanical Manager.
dwj117tc

THE ARTFUL MAIDEN.

One night when it was raining fast,
And wild the wind was blowing;
A maid unsheltered hurried past,
Her shawl about her throwing.

Straightway I hastened to the door,
With brand new silk umbrella.
"Stay, maiden!" 'gan I to implore—
"Matilda—Mary—Ella—"

"My name is June," she sweetly said,
Her face seemed touched with sorrow;
The silk I spread above her head;
"There—bring it back to-morrow."

A tear rose to her soft, blue eye,
She murmured: "Thank you, kindly!"
I saw her vanish with a sigh—
I trusted her so blindly!

A week—the maid does not return;
Chagrin within me smothers,
Till, by the Press, I chance to learn
That girl has fooled ten others!
—Paul Pastnor, in Once a Week.

A CATAMOUNT'S LEAP.

It Was to Death, But Through No Fault of the Animal's Agility.

"I've seen it disputed in the papers that a wild-cat, or catamount, can make a leap of twenty-five feet," said a resident of Sullivan County to a New York Sun reporter, "and I would like to mention what I saw a wild-cat do once. I was trout fishing on one of the upper tributaries of the Beaverkill, and had clambered down into a deep ravine to get at a tempting pool at the foot of a fall, where I was sure my casts would be rewarded by the killing of some big trout. I was not mistaken as to that. I had landed four trout, the smallest one eighteen inches long, and sat down to 'rest the pool.' Both sides of the ravine were perpendicular walls of rock, probably twenty-five feet high. The summit of the wall on the side of the creek opposite to me sloped back gradually from its edge for several feet to a heavy growth of pine.

"As I was sitting at the bottom of the ravine I happened to glance up to the top of the rocks opposite me, and saw a hen pheasant accompanied by her newly hatched brood come out of the pines and scratch and peck her way along the sloping open space, hunting food for her young, which clustered closely about her. The pheasant came close to the edge of the precipice, and it seemed to me that she was placing her brood in a most dangerous position, when she turned as if to walk back with them to the pines. The instant she turned something like a shadow flitted across the top of the ravine, and half a second later I saw an enormous wild-cat clinging to the edge of the opposite wall by his fore feet, holding the pheasant between his jaws. The wild-cat struggled for a moment to drag himself from the edge of the abyss to a sure footing on the top of the rocks, but his effort was in vain, and he came crashing down the face of the precipice, still holding the luckless pheasant in his jaws. He fell with a splash in the water, and lay motionless at the edge of the pool.

"I suppose that the animal had been watching the pheasant from the bushes on top of the rocks opposite where the bird had appeared with her brood, and at his opportunity had leaped across to seize her, but had misjudged the distance and fallen short, with the result so fatal to him.

"The whirl of the water brought the wild-cat around in a short time to the side where I was standing, and as I was bending down to examine him I saw a man with a gun scrambling down the rocks. The man soon reached my side, and I then learned that he had shot the wild-cat as the animal was flying across the chasm upon his prey. Sure enough, just at the base of the animal's brain was the hole made by the rifle ball. The hunter had been following the wild-cat for some time, and had lost track of him, but came near the edge of the ravine in time to see him make his leap and followed him with the bullet. It was that which had stopped the animal short in the tremendous leap it had calculated on or it would have cleared the space with safety and doubtless with ease. The wild-cat was in reality almost in his death throes when he struck the pheasant, which he clung to with the clutch of death, and still held in his mouth when we dragged him out of the water. We measured the width of the chasm across which the wild-cat had made his death leap. The measurement was forty-three feet.

A WELL-TRAINED EEL.

It Goes Fishing and Peacefully Sleeps at Its Master's Feet.

Billy Benson is the sixteen-year-old son of Farmer Benson, who has a goodly number of acres right along the banks of the Delaware, says the Amateur Sportsman. He has been a famous eel-catcher for years. Billy is a young naturalist as well as an angler. He made up his mind some months ago that an eel could be trained. Accordingly he spared the life of the first that he caught. He took it home and put it in a box, with a glass over it.

After the reptile became quiet Billy fed it from his own hand. Gradually the eel took a liking to the boy. It would wind around the lad's arm and rub its head gently over his sleeve. Then it got so that it would come out of the box and coil itself at Billy's feet and go to sleep. It made no effort to escape. Then it learned to follow the boy around. First it followed him around the room. Then it glided upstairs after him and early in the spring took to sleeping on the pillow beside him.

Billy became as fond of the eel as the latter was fond of Billy. The boy named the reptile Faithful. In a short time the eel knew its name. It will awaken when Billy calls it and start after him. So thoroughly educated has it become that it goes over the farm with the boy. The rapidity with which it can move is remarkable. It keeps right alongside of Billy when he walks a quick pace. But the funniest thing the eel does is to go fishing with Billy. It will lie on a log or in a little pool of water and watch the lad haul in any number of other eels and kill them. It never makes any attempt to get into the river. It is, moreover, a cannibalistic eel and is very fond of small portions of eels' meat, which Billy cuts up with his jackknife. The neighbors go daily to the Benson farm and watch the reptile. Many of them wonder how the eel manages to live out of water, but Billy says natural history is full of such instances. There is plenty of water, however, in Faithful's box, so that he is in his native element most of the time.

HIS MAIDEN SPEECH.

What the Prince of Wales Said Upon His First Public Appearance.

The earliest public appearance of the Prince of Wales as a speaker was at the Royal Academy banquet, May 2, 1863. It was in the old rooms at Trafalgar square, when Sir Charles Eastlake was president. The public mind was full of mingled sorrow and pleasure at two recent events—the death of the Prince Consort and the marriage of the heir-apparent. In replying to the toast of his health, the Prince of Wales spoke very briefly, but with the good sense and good taste manifest in all his public speeches: "Sir Charles Eastlake, Your Royal Highness, my Lords and Gentlemen: It is with the most contending feelings of pleasure, pride and sorrow that I rise to return you thanks in the name of myself and the royal family for the kind terms in which you, Sir Charles, have proposed our health, and for the very cordial way in which this distinguished assembly has received it. I can not on this occasion divest my mind of the associations connected with my beloved and lamented father. His bright example can not fail to stimulate my efforts to tread in his footsteps; and whatever my shortcomings may be, I may, at least, presume to participate in the interest which he took in every institution which tended to encourage art and science in this country, but more especially in the Royal Academy. Adverting to my marriage, I beg you to believe how grateful I feel for, and I may be permitted to add how sincerely I appreciate, the sentiments you have expressed in reference to the Princess. I know that I am only speaking her mind in joining her thoughts in mine on this occasion. We neither of us can forget the manner in which our union has been celebrated throughout the nation; and I should be more than ungrateful if I did not retain the most lasting, as well as the most pleasing, recollection of the kind expressions and reception which my attendance at your anniversary meeting has evoked this

THE LATE PROF. PHELPS.

The above is a portrait of the late Prof. Edward E. Phelps, M. D., L. L. D., of Dartmouth college. He was a strong, able man, who stood high in the literary and scientific worlds. It is not generally known, but it is, nevertheless, the truth, that Prof. Phelps was the discoverer of what is known to the medical profession and chemists universally as Paine's Celery Compound, unquestionably one of the most valuable discoveries of this century. This remarkable compound is not a nervine, an essence, a sarsaparilla or any devised article, but a *discovery*, and it marks a distinct step in medical practice and the treatment of nervous complications. It has been freely admitted by the best medical talent in the land, and also by the leading chemists and scientists, that for nerve troubles, nervous exhaustion, insomnia, debility, senility and even the dreaded and terrible Paresis, nothing has ever been discovered which reaches the disorder and restores health equal to this discovery of Prof. Phelps.

Paine's Celery Compound is now being prepared in quantities, and can be procured at any reputable druggist. An attractive bunch of celery is to be found on every wrapper. It has become specially popular among professional men, mind workers, ladies burdened with exciting *social duties and frequenters of the leading clubs.*

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. dncltc

IT IS AN UNDENIABLE FACT THAT
CARTER'S
Temple of Music!
Is the Place to Buy First-Class
PIANOS AND ORGANS
At such Prices and Terms as will Suit Any Reasonable Buyer.

For prices and terms, apply to CARTER'S TEMPLE OF MUSIC,
Vancouver, B. C.
230 Hastings St. West. dapl6tc

Invertavish Nursery
[REMOVED FROM SAANICH TO VICTORIA]

SEND FOR CATALOGUE (illustrated) of Plants, Flower and Vegetable Seeds, Cut Flowers, &c. Valuable imported Japanese Lilies given away to customers this year.
G. A. McTAVISH,
dmh30m6 VICTORIA, B. C.

W. L. Leonard and Co.
830-332 CORDOVA STREET,
VANCOUVER, B.C.
Importers and Dealers in
MACHINERY
OF ALL DESCRITIONS.
MARINE WORK A SPECIALTY.
dwdc20tc

Land Registry Ordinance, 1870

The S. E. ¼ of Section 18 and the N. E. ¼ of Section 7, Township 8, New Westminster District, and part (1 acre) of Lot No. 6, Block XII, New Westminster Suburbs.

WHEREAS THE CERTIFICATES OF Title of CHARLES McDONOUGH to the above mentioned heriditaments have been lost or destroyed, and whereas application has been made to me for the issuance of duplicate of Certificates of Title in the stead of those so lost or destroyed; Notice is hereby given that such duplicate Certificates will be issued at the expiration of one month from date, unless in the meantime valid objection to the contrary be made to me in writing.
T. O. TOWNLEY,
District Registrar.
Land Registry Office,
New Westminster, 24th August, 1889.
dau24m1

NOTICE.

NOTICE IS HEREBY GIVEN THAT we have applied to the Hon. Minister of the Interior for license to cut timber on the following lands:

Commencing at the north-east corner of Lot 386, Group 1, New Westminster District; thence due north to the south line of the Moodyville Company's limit; thence east along the south boundary of said limits to the westerly boundary of Section 13, Township 39; thence south along the said westerly boundary to the south-west corner of Section 13; thence east along the south boundary of said section to the westerly bank of the Coquitlam river; thence southerly and following the said westerly bank to the northerly boundary of Lot 485, Group 1; thence westerly along the said northerly boundary to the north-west corner of said lot; thence due west to the easterly boundary of Lot 388; thence north along said boundary to place of beginning; containing in all 420 acres.

Also—Claim No. 2, commencing at the north-west corner of Stave Lake; thence west 80 chains; thence south 80 chains; thence east 40 chains, to the shore of the lake; thence following the shore to place of commencement—about 480 acres, more or less.
ROYAL CITY PLANING MILLS CO. [Limited].
JOHN HENDRY, Manager.
New Westminster, Aug. 24, 1889.
dau26m1

NOTICE.

NOTICE IS HEREBY GIVEN THAT 30 days after date I intend applying to the Chief Commissioner of Lands and Works for permission to lease the following *described lands:*

1. Commencing at a post on Valdez Island, on the north side of the unsurveyed channel, running thence north 40 chains; west 80 chains, to corner of Leamy & Kyle's timber claim; thence west along their line 90 chains; south 80 chains, to shore; thence following shore to point of commencement.

2. Commencing at a post on Valdez Island, on the south side of the unsurveyed channel, opposite a channel known as Hole in the Wall, running thence south 70 chains; west 20 chains; south 20 chains; west 100 chains; north 80 chains, to shore; thence along the shore to point of commencement.

3. Commencing at a post 40 chains east of Indian Reserve on Ramsay Arm; thence south 50 chains; east 80 chains; north 20 chains; east 80 chains; north 10 chains; east 160 chains; north 50 chains; west 160 chains; south 10 chains; west 80 chains; south 20 chains; west 80 chains; south 50 chains, to place of commencement.

4. Commencing at post 15 chains from south-west corner of post of the Moodyville Saw Mill Co.'s limits, at the head of Malaspina Inlet; thence south 20 chains; west 40 chains; south 40 chains; east 80 ch'ns; north 40 chains; east 70 chains; north 60 chains; west 65 chains; south 40 chains; west 55 chains, to place of commencement.
HENRY V. EDMONDS.
New Westminster, 15th Aug., 1889.
dau24m1

Rose Hill Dairy Farm

FRESH MILK
Delivered Daily to Customers in all parts of the City.
Hotels and Restaurants supplied at Special Rates by the year.
FRESH EGGS
Delivered at Market Rates.
Orders left at M. SINCLAIR'S will be promptly attended to.
WEAVER & WOODWARD,
djel3yl Proprietors.

Canadian Pacific Railway.
PACIFIC DIVISION.
Gen'l 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 30 days from date we intend to apply to the Chief Commissioner of Lands and Works for permission to lease, for timbering purposes, the following described lands situated in New Westminster District:

Commencing at a squared post set on the east side of a creek, about one mile from its mouth, situated north-westerly from Woolridge Island, Howe Sound; thence north 40 chs., west 10 chs., north 40 chs., west 10 chs., north 150 chs., west 30 chs., north 30 chs., west 20 chs., north 60 chs., west 60 chs., south 80 chs., east 50 chs., south 120 chs., east 20 chs., south 80 chs., east 20 chs., south 20 chs., east 20 chs., south 20 chs., east 20 chs., to place of commencement—containing 1600 acres, more or less.
ROYAL CITY PLANING MILLS CO. [Limited].
JOHN HENDRY, Manager.
New Westminster, Sept. 5th, 1889.
dse6m1

Notice of Dissolution

NOTICE IS HEREBY GIVEN THAT the partnership heretofore subsisting between the undersigned under the firm name of Comerford & McDougall, Merchant Tailors, has been dissolved this day by mutual consent. All accounts owing the late firm are to be paid to J. A. McDougall, and all claims against the said firm will be settled by him.
T. COMERFORD.
J. A. McDOUGALL.
New West., Aug. 31, 1889.

Mr. J. A. McDougall

WILL CONTINUE THE BUSINESS under his own name, at the same store, on Columbia street, next to F. Crake's. A continuance of the public patronage is respectfully solicited. Satisfaction guaranteed. dwse5tc

The Next Twenty Days will be a Stormy Time.

MURDERED!
(About 2 P. M., Sept. 11)
HIGH PRICES IN BOOTS AND SHOES.
ROBBED
OF ALL CULTAS STOCK IN BOOTS & SHOES.
BURIED
ALL REGARD FOR HIGH PRICES.
WANTED
1000 MEN, WOMEN & CHILDREN,
To Buy Boots that R Boots
—AT—
A. B. WINTEMUTE'S
SIGN OF THE BUFFALO,
dwsel3tc COLUMBIA STREET.

LARGEST AND BEST STOCK IN TOWN. CALL EARLY AND AVOID THE RUSH.

Look! Look!

NEW GOODS! NEW GOODS!

We are now able to offer the Largest and Finest Stock of
Imported Tweeds
Worsteds, Beavers, Meltons, Fancy Striped Pantings, Overcoatings, &c.
JUST ARRIVED.

The only way to form any any idea of the quantity and quality of these Goods is to call and look, whether you want anything or not. Come and be satisfied.

BEGGS & HEARD,
Leading Merchant Tailors,
1 Door West of Dickinson's Butcher Shop,
dmh1y1 83 COLUMBIA STREET.

Auction Sale!

I will sell by public auction, on the
25th and 26th Instant,
—ON THE—
AGRICULTURAL GROUNDS,
Chilliwhack,

Some Thoroughbred Holsteins, Cows and Calves, New Milch Cows, Work Oxen, Beef Cattle, two-year-old Dairy Heifers, One pair of Blackhawk four-year-old Colts (buggy team), besides other horses (broken) and colts (unbroken).

—ALSO—
NEW TOP BUGGY
TWO-SEATED CARIOLE,
Two-Wheeled Cart (new), Second-hand Buggy, Five Buckboards, Four Bain Wagons, and lots of other articles, too numerous to mention.
A. M. NELSON,
dwselotd Auctioneer.

British Columbia
AGRICULTURAL
EXHIBITION

The Annual Exhibition of the
British Columbia Agricult'l Association
Will be Held at the NEW EXHIBITION BUILDING,
Queen's Park
In the City of
NEW WESTMINSTER,
—ON—
WEDNESDAY, THURSDAY and FRIDAY,
OCTOBER 2ND, 3RD & 4TH, '89.

$7000 - $7000
IN PRIZES
For Exhibition and Sports.

In connection with this Exhibition will be the opening of Queen's Park and an extensive programme of SPORTS and GAMES, PROCESSIONS, FIRE-WORKS, &c., under direction of the Citizens' Committee.

All entries for the Exhibition must be made with the Secretary before noon on **TUESDAY, October 1st.**

All Stock and other exhibits from south of the river will be carried across on the steam ferry, FREE OF CHARGE, and drays will be found at railway stations and wharves to convey exhibits, FREE, to the Grounds.

Special Reduced Rates will be given on all railways and steamers to persons and exhibits coming to the Exhibition.

As it is expected the attendance at this Exhibition will be very large, the Directors hope to see an exhibition worthy of the resources of the province.

Further information may be had from the prize lists [which will be sent free on *application], or from the secretary,*
T. R. PEARSON,
SECRETARY.
NEW WESTMINSTER, Aug. 23, 1889.
dwau24m1

GRAND
CELEBRATION
—AT—
New Westminster, B. C.
During Provincial Agricultural Exhibition,
WEDNESDAY, THURSDAY and FRIDAY,
OCT. 2nd, 3rd and 4th, '89
SIX BRASS BANDS in ATTENDANCE.

Three Days Sports!

$7,000
IN PRIZES!
FOR SPORTS AND EXHIBITION.
SPORTS TO CONSIST OF
Horse Racing, Yacht Racing, Boat and Canoe Racing, Athletic Sports, Lacrosse, Base-ball, Foot-ball, Hose Reel Contest, and Rifle Matches.

SCOTTISH GAMES
UNDER THE AUSPICES OF THE
Caledonian and St. Andrew's Society.

GRAND TRADES AND SOCIETIES
PROCESSION
—ON—
Thursday Morning, Oct. 3rd.

Three Magnificent Arches
Representing the Great Industries of our Country.

Grand Ball!
—ON—
Wednesday Evening, Oct. 2nd.

CELEBRATION TO END WITH IMMENSE
Torchlight Procession!
ON FRASER RIVER, AND GRAND DISPLAY OF
FIRE-WORKS
On Friday Evening, Oct. 4th.
Excursion Rates from all points.

☞For full information and Prize Lists see small bills.
W. B. TOWNSEND, Mayor.
J. S. C. FRASER, Treasurer.
S. T. MACKINTOSH,
au22td Secretary.

FOR HIRE.

STEAMER "CLARA PORT," with good Scows. Terms moderate.—Apply to
dsel7wl G. W. GILLEY.

Dress-Making!
Misses McDOUGALL
COLUMBIA STREET,
New Westminster, B. C.
☞Satisfaction guaranteed. dapl3tc

Business Notice.

THE UNDERSIGNED IS PREPARED to furnish plans and specifications for all classes of buildings (stone and brick a specialty). Will furnish all the necessary drawings and superintend work through a competent foreman, and will guarantee perfect work for 3 per cent. of cost, Office in Bank of B. C. Building, up stairs, New Westminster. JAMES KENNEDY,
dwsel1tc Architect.

W. BREDEMEYER, DR. PH.
(Late Partner of John McVicker)
MINING ENGINEER, U. S. & PROVINCIAL SURVEYOR, & ASSAYER.
MASONIC TEMPLE BLOCK, VANCOUVER, Brit. Col.

☞Reliable reports, underground surveys and maps of mines executed at low rates. Assays made on all kinds of minerals, gold and silver bars. Thirty years' experience in mining in Asia, Europe and United States of America. Speaks ten languages. Assays from a distance promptly attended to. Address Vancouver, B. C. ddel7tc

NOTICE.

NOTICE IS HEREBY GIVEN THAT sixty days after date we intend to apply to the Chief Commissioner of Lands and Works for leave to purchase the following lands, situate in the District of New Westminster, and described as follows: Lots one hundred and thirty-one [131], one hundred and thirty-five [135], *one hundred and thirty-six [136], one hundred* and thirty-eight [138], and one hundred and forty-one [141], in Group One of said District, containing eight hundred acres, more or less.

Dated 10th September, 1889.
ANDREW LEAMY,
dselo-2m J. H. GILLESPIE.

The Phoenix Insurance Co.
OF LONDON, ENGLAND, ARE
NOW INSURING
FRAME BUILDINGS USED AS RESIDENCES
At 1-2 per cent. per Annum
JAMES CUNNINGHAM,
se3d1m Agent.

Railway Bonus By-Law, 1889

A By-law to raise by loan the sum of $155,000.00 for the purpose of giving a bonus to the New Westminster Southern Railway Company and to grant to the said Company certain lands and privileges.

WHEREAS, it is expedient to secure the construction and operation of the line of railway and other works mentioned in the Act of the Legislative Assembly of the Province of British Columbia incorporating the New Westminster Southern Railway Co. and the act amending the said act of incorporation, in the manner provided for by certain articles of agreement bearing date the tenth day of September, one thousand eight hundred and eighty-nine, executed by the Mayor and Clerk of the city of New Westminster (but so as not to be binding unless and until this by-law shall come into force) and now deposited with the said clerk.

AND WHEREAS, for the purpose of raising the said sum of $155,000.00, it is necessary to issue debentures for that amount;

AND WHEREAS, the total amount required to be raised annually by special rate for paying the said debentures and interest thereon, as hereinafter provided, is $10,850.00;

AND WHEREAS, the amount of the whole rateable property of the said city according to the last revised assessment roll is $2,540,215.00;

AND WHEREAS, the total amount of the existing debt of the said City is $290,000.00.

THEREFORE, the Mayor and Aldermen of the city of New Westminster in council assembled enact as follows:

1. It shall be lawful for the Mayor of the city of New Westminster to raise by way of loan from any person or persons, body or bodies corporate, who may be willing to advance the same upon the credit of the debentures hereinafter mentioned, the sum of $155,000.00, and cause the same to be paid into the hands of the Treasurer of the said city for the purpose hereinbefore recited.

2. It shall be lawful for the said Mayor to cause any number of debentures to be made each for such sum of money not less than $500.00, or an equivalent expressed in pounds sterling of the United Kingdom of Great Britain and Ireland at a value of $4.8666 to the pound sterling, as may be required, and all such debentures shall be sealed with the seal of the corporation of the city of New Westminster and signed by the Mayor and countersigned by the Treasurer thereof.

3. The said debentures shall be made payable in fifty years from the day hereinafter mentioned for this by-law to take effect at such agency of the Bank of British Columbia in Canada or in London, England, as the council of the corporation of the said city may direct.

4. The said debentures shall have coupons attached for the payment of interest *at the rate of five per centum per annum* on the amount of said debentures.

5. For the purpose of forming a sinking fund for the payment of the debt hereby created and the interest thereon as and when the same shall become due a special rate of four mills and one-third of one mill in the dollar shall be raised and levied in each year upon all the rateable property in the said city of New Westminster in addition to all other rates.

6. The sum of $150,000.00 shall be applied as a bonus to the New Westminster Southern Railway Company, and shall be payable to the said Company at the times limited by the said in part recited articles of agreement for the payment thereof by the said Company, and so much of the sum of $5,000.00 as may be requisite shall be applied and be payable as therein provided, and the residue, if any, shall be applied to such purposes of the municipality as the council may direct.

7. It shall be lawful for the Mayor and Clerk of the corporation of the city of New Westminster to make and enter into for and in the name of and on behalf of the said corporation all deeds containing all such covenants, agreements, provisos and conditions as may be expedient for the carrying out of the aforesaid in part recited articles of agreement, such deeds being first approved of by the council of the said corporation.

8. All property of the said Company which it may be possessed of at any time shall be and is hereby exempted from taxation by the corporation of the city of New Westminster during the construction of the line of railway and other works of the Company, and for twenty-five years from the completion thereof.

9. The ferry service by-law, 1888, and the workshops' bonus by-law, 1888, are hereby repealed.

10. So much of any other by-law or by-laws of the corporation of the city of New Westminster as may be at variance or inconsistent with this by-law is hereby repealed.

11. This by-law shall, before the final passage thereof, receive the assent of the electors of the corporation in the manner provided by the New Westminster Act of 1888, and amending Acts.

12. *This by-law shall come into force on* the 25th day of October, 1889.

13. This by-law may be cited as the Railway Bonus By-Law, 1889.

By-law read a first time on the second day of September, 1889.

By-law read a second time on the 10th day of September, 1889.

NOTICE.

TAKE NOTICE THAT THE ABOVE IS a true copy of the proposed By-law which will be taken into consideration by the Municipal Council of the city of New Westminster after one month from the first publication thereof in the BRITISH COLUMBIAN newspaper, which first publication took place on the 11th day of September, 1889, and that a vote of the electors of the city will be taken on said proposed By-law on the **14th day of October, 1889,** between the hours of 9 o'clock a. m. and 5 o'clock p. m., at the following places, namely: In Ward No. 1, at the residence of S. Calbick, Dublin street, in said Ward; in Ward No. 2, at the office of the late Dominion Sawmill Co., Richard street, in said Ward; in Ward No. 3, at the City Hall, in said Ward; in Ward No. 4, at St. Louis College, Blackwood street, in said Ward.
D. ROBSON,
dsel1td City Clerk

W. R. AUSTIN'S
Hay & Feed Market.
FARM PRODUCE.
Hard-wood, Fir-wood, Bark,
&c., &c., &c.
LEAVE ORDERS AND SETTLE ACCOUNTS AT AUSTIN'S WHARF.
dmy29tc

J. W. WINGER
DEALER IN
Hard and Soft Wood
Draying and Teaming
Done on Short Notice and at Reasonable Terms.
SAN JUAN LIME
Always in Stock.
Orders left at the C. P. N. Wharf will be promptly delivered. dmh29tc

WM. H. VIANEN,
WHOLESALE
Fish and Game Dealer!
FRONT STREET,
New Westminster, Brit. Col.
☞Highest Price paid for Furs and Deer Hides.
Correspondence invited. ☞Telephone Call No. 6. dja8tc

DOUGLAS STREET
BAKERY
FOOT OF DOUGLAS STREET, NEAR COLUMBIA STREET.
J. FERGUSON, PROPRIETOR

FRESH BREAD, CAKES, PASTRY, Confectionery, etc., etc.
Hotel and Restaurant trade solicited.
All orders promptly attended to and delivered to any part of the city. dmh28y

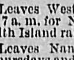
SAANICH MILLS!
BRACKMAN & KER,
MANUFACTURERS OF
OATMEAL
By the Latest Improved Process.
☞ABSOLUTELY PURE.
MILLS at North Saanich.
OFFICE & WAREHOUSE: Victoria.
dmh29m6

TIME CARD.
C. P. N. CO.
The Fine First-Class
Str. William Irving
Will Leave the C. P. N. Co.'s Wharf,
EVERY
Tuesday, Thursday & Saturday
AT 7 A. M.,
FOR CHILLIWHACK AND WAY PORTS.
Returning Every
Wednesday, Friday & Sunday

When sufficient inducement offers she will proceed to HOPE and on such occasions will leave her wharf at 4 a. m.

Connecting with the C. P. N. Co.'s Steamer for Victoria.
JOHN IRVING, Manager.
T. L. BRIGGS, Agent,
New Westminster. dap3tc

Time Table.



THE STEAMER
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. dtc

ESTABLISHED 1859.

ROBT. DICKINSON
BUTCHER,
Nearly Opposite the Colonial Hotel
NEW WESTMINSTER

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.

VICTORIA
RICE MILLS
Store St., Victoria B. C.,
OFFER FOR SALE:
China Rice,
Japan Rice,
Rice Flour,
Chit Rice,
FOR POULTRY, &c.
Rice Meal,
FOR CATTLE FEED.
dmh29m6

Boots and Shoes!

AND WHERE TO GET THEM AT THE LOWEST PRICES.

LARGEST BOOT & SHOE STORE IN BRITISH COLUMBIA

LADIES' BOOTS & SHOES
AND WHERE TO GET THE BEST ASSORTMENT AT THE LOWEST PRICES.
Misses & Children's
And Where to Get the Newest Styles, Where to Get the Best Quality, and Where to Buy Them at the Lowest Prices.

☞ REMEMBER, my stock of fine Boots and Shoes, in the newest styles, is larger this season than any dealer's in the Province.

To buy at Low Prices, to see the Greatest Variety, to get New Goods (not old shop-keepers), go to
JAMES ROUSSEAU,
dwtc 81 Columbia Street.

C. McDONOUGH,
(LUNDBOM'S BUILDING, FRONT STREET)
DEALER IN
GENERAL MERCHANDISE!
Constantly on Hand an Extensive Stock of
Dry Goods, Groceries, Boots & Shoes, Hats & Caps, Crockery, Glassware, &c.
MEN'S & BOYS' 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. dwje8tc

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.

CITY BREWERY!
Ale! Ale!
The Very Best in the City is Brewed by
JOHN W. ANDRZEJEWSKI
At the City Brewery, Agnes Street.
Orders left at Dickinson's Butcher Shop shall have prompt attention. Give us a trial and judge for yourselves.
New West., July 13, 1889. djly13tc

Feed, Livery and Sale
STABLES,
Dallas Street, Westminster
JOS. M. WISE,
PROPRIETOR.
GOOD DRIVING & RIDING HORSES for Hire. Hacks call at all Steamers and Trains. Special attention given to Boarding Horses.
COAL AND WOOD
Constantly on Hand.
Orders may be left at the Office of Mathers & Milligan, Commission Merchants, Front Street, New West. dse21tc

North British & Mercantile
FIRE
INSURANCE
COMPANY.
ESTABLISHED 1809.
Capital, - $15,000,000.00
Subscribed Capitall, as at 31st Dec., 1888, $12,500,000. Fire Fund and Reserve, $9,212,720. Net Premiums, 1888, $5,049,630.

Guardian Assurance
OF LONDON.
Capital, - $9,733,000.00
RATES AS LOW AS ANY OTHER COMPANIES DOING BUSINESS IN BRITISH COLUMBIA.
J. G. JAQUES
Agent for New Westminster City and District. dje22tc

To San Francisco, Cal.,
BY WAY OF THE
Southern Pacific Company's
LINE.
THE MT. SHASTA ROUTE.
QUICKER IN TIME THAN ANY OTHER ROUTE BETWEEN
New Westminster & San Francisco.
GRAND SCENIC ROUTE OF THE PACIFIC COAST
PULLMAN BUFFET SLEEPERS
TOURIST SLEEPING CARS
For Accommodation of Second-Class Passengers, attached to Express Trains.

Fare from Portland to Sacramento and San Francisco—Unlimited, $25; First-class (Limited), $20; Second-class (Limited), $15.
THROUGH TICKETS to all points South and East, via California.
TICKET OFFICES:
CITY OFFICE, No. 134 Cor. First & Alder Streets;
DEPOT OFFICE, Cor. F & Front Streets; Portland, Oregon.
R. KOEHLER, Manager. E. P. ROGERS, Asst. G. F. & P.A'gt

Mainland Transfer
HACK, LIVERY, STAGE,
Feed & 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 the City.
Orders by Telephone will receive prompt attention.
☞Stables nearly opposite C. P. R. Depot, Columbia St., New Westminster.
djalltc GILLEY BROS. Props.

BRITISH COLUMBIA
Land and Investment Agency
(LIMITED)
THOMAS ALLSOP,
HENRY S. MASON, DIRECTORS.
CUYLER A. HOLLAND,
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. dwjly5

TO SMOKERS.
IF YOU WANT TO ENJOY A GOOD CIGAR, ASK FOR THE
BRITISH LION
HENRY LEE,
OR THE **MAINLAND.**
☞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 STREET, NEW WESTMINSTER.
dw17noly

WM. McCOLL,
CHOICE
Family Groceries!
And PROVISIONS.
—ALSO—
A WELL-SELECTED STOCK OF
DRY GOODS
AND FURNISHINGS.
AT THE LOWEST PRICES.
LUNDBOHM'S BLOCK,
Columbia Street, New Westminster
noldwly

Daily British Columbian

Monday Evening, Sept. 23, 1889.

NEW ADVERTISEMENTS THIS DAY.

Lost.....Bank of Montreal
For Sale.....G. W. Rasure
For Sale.....Richards, H & M

BIRTH.

MACNAMARA.—In this city, on the 22nd inst., the wife of James Macnamara, of a daughter.

Council meeting at 8 o'clock to-night.

Y. M. C. A. banquet at 8 o'clock to-night.

"Paddy Magee's" communication has been unavoidably laid over to-day.

W. C. Loye has paid his subscription, $10, to the Exhibition Fund. Next!

The city council meets at 8 o'clock this evening for the transaction of business.

There will be a meeting of the Sports Committies at Mr. W. J. Walker's office to-night.

Russian Tan for renovating yellow and brown leather shoes at Grant & Macluro's. 2*

Mr. L. P. Eckstien has paid his subscription to the Exhibition Fund. Who'll be the next to go south?

Mr. Max. Mowat leaves to-morrow morning to commence the season's work at the Dominion Hatchery.

Walker & Co. have Sapperton Lots near New Hospital and Ross-Maclaren Mills, at old prices. *

Mrs. Annie Jaques has paid her subscription to the exhibition fund. The unpaid list should be wiped out this week.

Sockeyes monopolize the nets just now but the Siwashes think there is more in cranberry-picking than in fishing.

Bargain hunters will do well to look through W. & G. Wolfenden's stock of Dry Goods, Hats and Clothing, now clearing at cost. *tc

Richards, Haywood & Mackintosh have 5-acre Brownsville lots at $20 an acre; half cash, balance in 6 months, without interest. se10m1

The rifles will parade this evening at 8 o'clock at the drill shed, and every man is expected to be present. This parade will make the first of the annual drill series.

All subscribers to the celebration fund who have not yet paid their subscriptions are requested to leave the amounts with the treasurer, Mr. Fraser, as soon as possible.

Owing to the large amount of space occupied by our commissioner's report on Fairhaven and Southern Railway matters again to-day, we are compelled to omit the usual church report this evening.

Anyone who may wish to procure a copy of the Delta agricultural exhibition prize list can be obliged at this office. The Delta exhibition takes place one week from to morrow, on Tuesday, Oct. 1st, at Ladner's Landing.

Polling took place for the Lillooet election on Saturday. The ballots were counted this afternoon, and, as will be seen by our special despatch in another column, Mr. Smith, the government candidate, has been elected by a majority of 31.

Do not forget the grand supper and entertainment under the auspices of the ladies' central committee of the Y. M. C. A., in the opera house to-night. Several of the delegates (a number of them from the states) to the late convention at Vancouver will be present and will address the meeting

On Saturday at Hall's Prairie a man named McPhail, while hauling logs on a skid with a team of oxen, had occasion to turn his back upon the animals. One of them suddenly kicked him in the back over the kidneys. The unfortunate man bled profusely, but under the care of Dr. Hall was soon much relieved.

A number of credible citizens concur in stating that they felt a distinct tremor of the earth at about 11 o'clock last night. It seemed like a shock and the rebound, but very faint. Some who were reading noticed the lights quiver and pendant articles oscillate. The late seismical disturbances in California may account for this phenomenon.

It has been learned on good authority that a requisition is in circulation, and has been already extensively signed, that Mr. F. A. Jenns offer himself as a candidate for the place made vacant by the appointment of Mr. W. N. Bole as County Court Judge. Mr. Jenns would be an excellent representative of public opinion in the local House.

At the lumber camp near Port Moody, on Saturday, a twig fell upon the head of a young man, penetrating the scalp and running slantingly between it and the cranium for a length of 3 or 4 inches. The young man suffered great pain, but Dr. Hall, who was summoned, says that if erysipelas does not set in the patient will soon be as well as ever.

At present the coal miners at the Carbon Hill coal mine near Tacoma are on strike. There are about four hundred men out and the prospects are that the mine will be closed for some time to come. In consequence of this the Southern Pacific railway coal vessels are compelled to go to the Union mines, Comox, for their cargoes. The first vessel is the ship Palestine, which arrived at Port Townsend last Friday *en route* to the Carbon Hill mines, but on account of the strike was ordered to Comox. She has completed her cargo and is ready to sail. The other vessels of the fleet to follow the Palestine are the Alaska, Oriental, Yosemite and Two Brothers.

PERSONAL.

Rev. E. Robson, of Vancouver, was in the city and occupied the pulpit in the Methodist church yesterday.

A cable was received from Oxford, Eng., this morning, announcing the safe arrival there of Rev. Philip Woods.

Guests at the Colonial: O. L. Hull, San Francisco; S. K., Wanen and wife, Miss A. Shogren, Portland, Or.; J. R. Stevens, Vancouver.

Guests at the Queen's: James Bernard, Whatcom; R. H. McMillan, Victoria; O. L. Hill and H. H. Rue wife and child, San Francisco; S. K. Wanen and wife, and Miss Shogren, Portland; J. R. Stevens, Robt. Kelly, T. W. Clark and J. A. Russel, Vancouver; John Carson, Toronto; Robt. Wilson, Nanaimo.

GRATIFYING TO ALL.

The high position attained and the universal acceptance and approval of the pleasant liquid fruit remedy Syrup of Figs, as the most excellent laxative known, illustrate the value of the qualities on which its success is based and are abundantly gratifying to the Cal. Fig Syrup Company.

Repairs Wanted.

The Yale road, between Jones' ranch and Popcum, a distance of 13 miles, is sadly in need of repairs at various places, and its condition is so generally bad, particularly the bridges, that farmers are greatly hindred in getting their produce to the steamboat landing. A few hundred dollars spent on these bridges now would save the government a much greater expense next spring, besides making the highway passable to the farmers. It is very important that the government should at once attend to these repairs, for the road at present is impassable to heavy loaded vehicles.

Fun Ahead.

We have received from Mr. J. W. Bengough the inimitable cartoonist of *Grip*, who is now on a lecturing tour to the coast, that he will appear for "one night only," Tuesday evening, Oct. 8, in Herring's opera house, in his unique and celebrated sketching entertainment—an evening of mimicry music, laughter and fun, embellished with rapid crayon sketches of "people you know." This is Mr. Bengough's first trip to the coast, but anyone who has witnessed his really unique performances, in the eastern provinces, will appreciate the treat that is in store for the amusement-loving public. An adv. will appear in due time.

The Icarus for Westminster.

The city clerk has received a communication from Admiral Hencage, commanding the North Pacific fleet, intimating that he will probably order H. M. S. Icarus to Westminster, to remain in port during the progress of the exhibition. The presence of the Icarus and her brave sailors will lend an additional interest to exhibition affairs, and her assistance on the night of the illumination, with the electric search lights, will be much appreciated. The citizens of Westminster will heartily welcome both officers and men, and it is safe to predict that when the vessel leaves port every man aboard will carry away only pleasant recollections of the royal city and its people. The management of the exhibition and celebration might issue passes to the crew of the Icarus, entitling them to free admittance to the grounds and agricultural buildings.

Defeated, Not Vanquished.

When the 8 o'clock train steamed in on Saturday night with the Hyack fire team aboard, the band struck up a brazen note of welcome. There was a tumult of hand shakes and "how do *do*" *and the boys were accorded a* warm and hearty reception. Chief Ackerman was present and headed the party to the Hyack Hall, the band leading the procession. The chief made a short speech of welcome to the team and complimented them on the manner in which they had upheld the honor of Westminster abroad. These remarks were received with applause, and the boys were then taken *possession of and marched off home.* Westminister though defeated in the tournament, was far from losing glory. The difference between her time and the best made in the contests was only half-a-second—scarcely appreciable without a stop-watch—and that against the best professional teams. The first day she was the lowest in the pool; the second day her good qualities gave her third place. Defeated not vanquished, is the lot of the team to-day. The Hyacks did honor both to themselves and to Westminter, and they return home more appreciated than ever by the people of the royal city.

The Minstrel Show.

The opera house was crowded to pretty nearly its capacitiy on Saturday night. The gods were in particularly strong force, and numbers failed to gain admittance to the "heaven" a long time before the curtain went up. The performance was fairly good, the antics of the end men largely saving the whole. The "gags" were all hoary habitues of the stage of long ago. The music was more often appalling than pleasing. The rendition of the "Old Kentucky Home" was simply atrocious, and amounted to the band *trying to drown the singers, and the* singers trying to swamp the band, and the result was a draw. The trombone solo was bad and the selection by the orchestra was worse. The solo singing, especially by O. T. Jackson, was good and received encores. The comical business was wholly sustained by H. Hamden, whose caricatures of the different nationalities sent the audience into roars of laughter. The per*formance closed with an after piece en*titled, "The Senambulist," whatever that is; it turned out to be a very badly executed plagiarism on a capital farce known as "The Asylum," a great favorite with eastern audiences; the actors in this instance did not seem to know their lines well, and there was a stiffness and awkwardness about it that made one fear a hitch every minute. Financially the entertainment *was a success.*

STRUCK IT RICH

On the Semilkameen River.—Valuable Placer Mine Being Developed by G. W. Rasure.

Mr. G. W. Rasure returned from Semilkameen last Saturday evening. This morning Mr. Rasure called at THE COLUMBIAN office and gave an account of his journey. He brought down a band of about 60 horses and sold 45 along the road, the speculation turning out to his satisfaction. The claim which he is about to begin operation upon is on the south fork of the Similkameen river, seven miles above the mouth. It is a hydraulic mine and as it has 1000 inches of water there will be no trouble as to the washing part of the work. Mr. Rasure took from a small bag a number of nuggets weighing from $8 to $15 each; they are fine specimens and were all found the same day and in the same locality, in prospecting. Nine men are at work putting in ditches, etc. There are from 3 to 25 cents in every pan of dirt taken out. Mr. Rasure is on the way to Victoria to purchase the necessary hydraulic machinery, and will begin operations about the 15th of next month. He estimates that the mine will show $16 per man per day. The Mainland Mining Co., of Granite, has struck a new pay-streak, and is averaging $12 per man per day. In consequence of this another rush to the Granite creek has begun, and the stream will again be pretty thoroughly prospected. Many think Granite creek will yet pan out rich.

Fresh Eastern Oysters at R. J. Armstrong's. tc

Children Cry for Pitcher's Castoria

ECUADOR'S ACTION

On the Chinese Question. Killed by a Falling Sail. Incendiaries Burn a Church.

A Malicious Circular. Abortive Attempt to Murder. Printers Want More Pay.

French Republicans Sure of Victory. Boulangists Far Behind. Collins Dying.

THE DEST CHINESE BILL.

LONDON, Sept. 23.—Ecuador has prohibited the immigration of Chinese.

REPUBLICANS AHEAD.

PARIS, Sept. 23.—Following are the results as far as known up to now: Republicans, 252; Monarchists, 165, and Boulangists, 159.

Up to 7 o'clock this morning official returns have been received from 536 divisions, of which the republicans have carried 217 *and the revisionists* 159. In the remaining 166 there has been no choice, and reballoting will be necessary. Among the prominent republicans elected are Failliere, Jebot, Jules Roche, Grant, Develle, Drechaneau, Barbes, Sarrien and Reinacht. The opposition elected DeCassagnac, Lalon, Fould, Hasmann, Godelle, Lanjuinais Conat and Demien. In 126 of the districts to be recontested, the result of the second ballot will probably be favorable to the republicans, and in the remaining 39 the opposition candidates are likely to be successful. This estimate is made by republicans themselves. The republicans also rely upon their ability to secure ten colonial seats, and thus hold 354 seats in the new chamber of deputies. Everybody in official circles appears to believe that a republican majority is secured, which it is thought, if not so large, will be more compact and more homogeneous than the government majority of the last chamber.

WILKIE COLLINS DYING.

LONDON, Sept. 23.—The condition of Wilkie Collins, the novelist, is worse this morning. His mind is wandering, and the end is close at hand.

AN ENTERPRISING COAL CO.

LONDON, Ont., Sept. 23.—The Medicine Hat Coal Co. is making vigorous efforts to sell its bonds here to build a railway from Medicine Hat to the mines.

OTTAWA NOTES.

OTTAWA, Sept. 23.—The printers employed in the government printing bureau have forwarded a memorial to the secretary of state, asking for an increase of salary from $11 to $13.50 per week, and that they be paid for statutory holidays.

It is asserted by a gentleman who should be in a position to know, that the premier, who has been acting minister of railways since Mr. Pope's death, will award the vacant portfolio to himself. The most prominent candidate for it was Chapleau.

It is understood that Sedgewick, deputy minister of justice, will be offered the judgeship in Nova Scotia equity, occupied by the late Judge James.

Articles of incorporation of the Joggins Raft Company, to handle Canadian and American timber on the Pacific, have been filed. The company starts with a paid up capital of $300,000 and a reserve of over double that amount. O'Donahue of San Francisco will work the scheme. They will build rafts of from 8 000,000 to 10,000,000 feet and tow them to the mills at San Francisco.

ATTEMPTS AT MURDER.

WINDSOR, Ont., Sept. 23.—Several attempts were made to poison the family of Wm. Derbyshire this morning by Paris green thrown in the well. The poison floated on the water and frustrated the design.

DEAN OF FACULTY.

MONTREAL, Sept. 23.—Dr. Crake has been appointed dean of the faculty of medicine of McGill, in place of the late Dr. Howard.

ASPHYXIATED.

TORONTO, Sept. 23.—Mary Bryan, a housemaid at John Morrison's, blew out or accidentally turned on the gas last night and was asphyxiated.

THE LARGEST YET.

MONTREAL, Sept. 23.—The s. s. Parisian arrived here last evening with the largest passenger load ever landed in Montreal. Judge Baine of Winnipeg was a passenger.

STRONG COMMENTS.

TORONTO, Sept. 23.—Hon. S. H. Blake, told his bible class yesterday, while commenting on the Hungarian dancers at the recent exhibition here, that he would sooner be in Sodom and *Gomorroh than be a director in the ex*hibition, and that it should have been opened with prayer.

FOR VICTORIA.

SAN FRANCISCO, Sept. 23.—The steamer Umatilla, which sailed yesterday, carried the following passenger for Victoria: G. L. Creswell, Mrs. W. Schoen, Miss Fuller, Mrs. Humber, Mrs. H. W. Hewmerle.

KILLED ON THE HIGH SEAS.

SAN FRANCISCO, Sept. 23.—The British ship Thirlmere, which arrived from Antwerp this morning, reports that on May 11th A. W. Spencer, an apprentice, and an able seaman named Cadinthroe, were instantly killed by a falling sail.

INCENDIARIES' WORK.

RED LAKE FALLS, Minn., Sept. 23.—St. Joseph's Catholic Church was discovered to be on fire at midnight and before the flames were got under control the church and its contents were totally destroyed. This fire is the sequel to an intensely bitter fight which has been raging between the French and German Catholics of Polk County for the past six months. The fire was the work of an incendiary, as the men first at the scene claim they saw a three-gallon can of oil underneath the altar.

A MALICIOUS CIRCULAR.

WASHINGTON, D. C., Sept. 23.—The *Post* to-day prints a circular issued by the world's fair committee in St. Louis and sent to members of congress and officers of commercial organizations in the southern states, which is intended to excite a sectional spirit by appealing to southern prejudices against the north and east.

MARINE MOVEMENTS.

SAN FRANCISCO, Sept. 23.—Arrived—Steamer Empire, Departure Bay; barque Arcturas, Seattle. Sailed—The Rufus E. Wood, for Nanaimo.

GLADSTONE WILL COUNTER.

LONDON, Sept. 20.—A gentleman whose relations with Mr. Gladstone are of the closest and who is at present visiting him at Hawarden, writes from here to-day to say that Mr. Gladstone is determined to offer at the coming session of parliament the most uncompromising opposition to the scheme of denominational education for Ireland outlined by Mr. Balfour in the closing hours of last session and generally known as the Irish University proposal. While prepared to oppose any measure of this sort, Mr. Gladstone does not expect to precipitate a rupture with the nationalists. These, he is satisfied, will be anything but united in their support of Mr. Balfour's scheme, and whatever differences may develop on this subject it is certain that the interests of the *great bulk of the liberal party and* those of the Irish home rulers are too closely identified to admit of any serious quarrel. Before leaving England on his trip to Paris, recently, Mr. Gladstone held a long interview with Mr. Parnell, in which the relations between the liberals and the home rulers were discussed, in the course of which the Catholic university measure received its share of attention. The two statesmen parted the best of friends, and with a thorough understanding on all subjects concerning which differences might have been expected to arise. The correspondent at Hawarden ridicules the suggestion that the Parnellites will support Lord Salisbury's government, or that any understanding whatever exists between Mr. Parnell and Mr. Balfour.

LILLOOET ELECTION.

Mr. Smith, the Government Candidate, Returned by a Majority of 31.

Special to the Columbian.

CLINTON, B. C., Sept. 23.—The result of Lillooet district election is as follows: John Saul, 63; A. W. Smith, 94; spoiled ballots, 1.

Victoria Won't Come.

The secretary of the Victoria foot ball club has written to Mr. J. S. Clute, secretary of the Westminster foot ball club, announcing that it would be impossible for the Victoria team to play in the Royal City during exhibition week, but offering to play a week or two later. Mr. R. B. Lister and Mr. Clute went over to Vancouver this afternoon to arrange, if possible, with the club of that city to take the place of Victoria and play for the medals. It will be a general disappointment if the match is not arranged, but the Vancouver leather kickers are a plucky lot and will doubtless be willing to try conclusions even on such short notice.

Shipping Intelligence.

The Rainbow had about 40 tons of freight and a good number of passengers when she left this morning.

The Dunsmuir left this morning with 20 head of cattle and a large consignment of farm produce. She took on a quantity of farm produce at points down the river.

The Rithet left for Victoria this afternoon with 600 sheep, 46 head of cattle, 72 bales of hay, 168 sacks potatoes, several packages of butter, eggs, etc. She had the usual complement of passengers.

The Irving will go up next Monday to up river ports to bring down exhibits and other material for the exhibition. She will then go up on Wednesday to fetch the visitors, which will allow them nearly two days to visit the exhibition. She will return up river on Saturday.

The steamer Irving arrived from up river yesterday, having on board the following cargo: 462 bales of hay, 47 sacks of grain, 257 sacks potatoes, 110 boxes apples, 7 boxes peaches, 9 pears, 9 beans, 6 melons, 4 cucumbers, 3 mushrooms, 6 grapes, 40 sacks cabbage, onions, turnips, carrots, beets; 11 bales hops, 4 boxes geese, 4 boxes turkeys, 10 lambs, 8 horses, 3 wagons, 1 cart, 40 packages seed, 10 coops chickens, 7 beef cattle, 10 pigs, 2 calves. The Irving goes down this afternoon to the bridge with a load of iron for the San Francisco Bridge Co. and will return with 1050 cases of salmon from the Richmond Cannery Co. for shipment east over the C.P.R.

Police Court.

(Before T. C. Atkinson, Esq., P. M., and P. McTiernan, Esq., J. P.

Ching *alias* Ah Yim, a Chinaman, charged with supplying liquor to Philip, a Harrison river Indian, was represented by a fellow countryman, who spoke English. Philip and another Siwash gentleman had retired under the dock near the bottling works on Front street, to enjoy in tranquility *about half a gallon of gin in a square* bottle. The cork was withdrawn and the initial gulp just about to be gulped when the feet of Constable Carty appeared, then his legs, body, head and generous large hand grasping the club of office. The gin party was indefinitely postponed. Ching ran when he saw the officer, but was eventually captured. Chief Pearce described him as a "hard seed," and an old jail bird. *Officer Carty tested Ching's pig-tail by* giving it a stiff jerk, but the hair remained intact. Ching was fined $50 and $3 costs, or in default three months' imprisonment.

Daniel Gillies, for being drunk and incapable, forfeited $5 bail by non-appearance.

Two men, who were fighting opposite the Merchants' Hotel, were arrested by Officer Dominy, who took one of them to the station, and returned and took the other half an hour later. They both deposited bail to the amount of $10, which they forfeited this morning by not appearing to answer the charge.

Dress Goods at Cost at Wolfenden's.

Overcoats, Clothing and Gentlemen's Furnishings, suitable for present and winter use, clearing at *cost prices*, at W. & G. Wolfenden's. *tc

CORRESPONDENCE.

A Critic Criticised.

EDITOR COLUMBIAN—*Sir:*—Will you kindly insert these few lines in your paper in answer to the virulent criticism *inserted by the reporter of the paper mis*called *Truth* on the concert given by the Presbyterian choir on Friday evening. He prides himself upon being a first-class musical critic, and the performers cannot but feel highly honored by his "fearless, impartial criticism" upon their humble efforts. They would feel still more indebted if he could possibly devote a few minutes of his valuable time to giving a few private lessons to those so sadly deficient in musical ability, or offer a few hints upon swimming, that the poor men may not again be in danger of being drowned by the torrents of the trebles. A few lessons also would be acceptable in manipulation and the management of the elbows; the reporter having lived in London, England, is doubtless well acquainted with the art of elbowing and "digital dexterity," though he is so deficient in handling the subject he is trying to criticise. It is quite evident he has been the victim of "sharps" and suffered the usual fate of a "flat," hence the "dull, heavy, perfectly expressionless" feeling produced. As a rule, it takes two "sharps" to make a "flat," and in this case the rule has held good again, the reporter being once more the victim. The reporter's "forte" is certainly not musical criticism, and he should look to his laurels before he again presumes to offer uncalled for insolence to ladies and gentlemen, as it is just possible he may find the next concert changed, *not* into a *"san facon* social," but to a performance *"sen ceremonie."*

A FEARLESS, IMPARTIAL CRITIC.

Children Cry for Pitcher's Castoria

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

LOST

LOST—A PIPE, WITH OWNER'S INITIALS on silver band. The finder will be rewarded by leaving same at Bank of Montreal. dse23t3

FOR SALE.

150 ACRES CHOICE FARMING LAND near Ladner's Landing; partly improved; price $18 per acre.—Apply to RICHARDS, HAYWOOD & MACKINTOSH, Colonial Block, New West., B.C. dse23w1

FOR SALE.

13 HEAD WORK HORSES. They are only 5 or 6 years old, well broken and in good condition. Will be sold cheap for cash. Inspection solicited. For full particulars apply to JAMES PUNCH, Brownsville, or to G. W. RASURE, New Westminster. dwse23tc

WANTED.

NAMES OF FAMILIES WHO CAN give sleeping accommodation to visitors during exhibition week. Hand to undersigned name, residence, charges, and number will accommodate, whether married couples, or ladies or men only. D. S. CURTIS, For Committee. dse18tc

SYRUP of FIGS

A Pleasing Sense of Health and Strength Renewed, and of Ease and Comfort

Follows the use of Syrup of Figs, as it acts gently on the KIDNEYS, LIVER & BOWELS Effectually Cleansing the System when Costive or Bilious, Dispelling Colds, Headaches and Fevers and permanently curing HABITUAL CONSTIPATION without weakening or irritating the organs on which it acts.

For sale in 75c bottles by all Leading Druggists.

MANUFACTURED ONLY BY THE CALIFORNIA FIG SYRUP CO SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N. Y.

W. J. WALKER & CO.

BANK BUILDINGS,

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[TELEPHONE No. 55.]

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