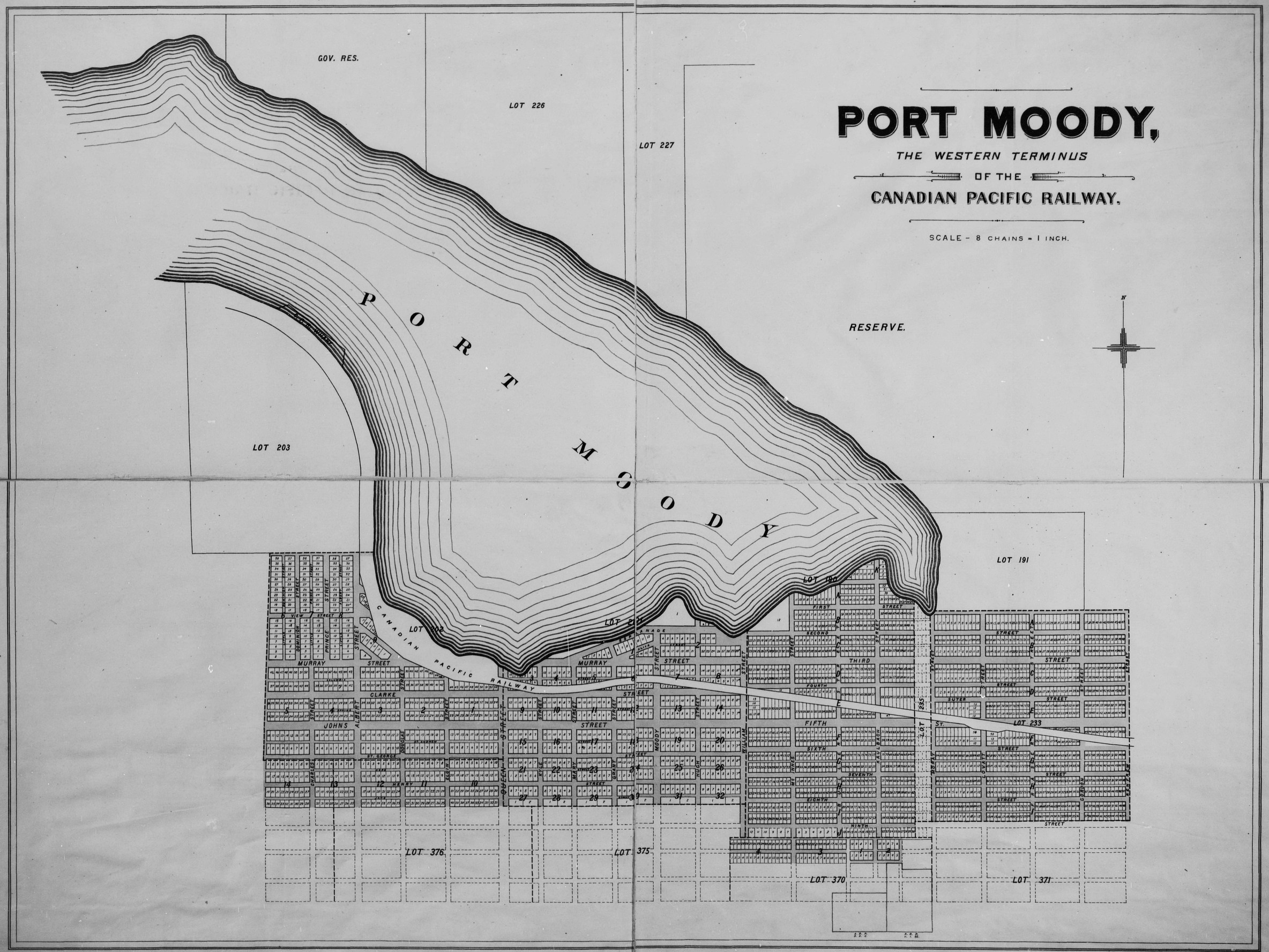
PORT MOODY,
THE WESTERN TERMINUS
OF THE
CANADIAN PACIFIC RAILWAY.
SCALE - 8 CHAINS = 1 INCH.
GOV. RES.
LOT 226
LOT 227
RESERVE.
PORT MOODY
LOT 203
LOT 202
LOT 191
LOT 190
LOT 233
LOT 376
LOT 375
LOT 370
LOT 371
CANADIAN PACIFIC RAILWAY
MURRAY STREET
CLARKE STREET
JOHNS STREET
ST. GEORGE
HENRY
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
SEVENTH STREET
EIGHTH STREET
NINTH STREET
SUTER STREET
VIEW STREET
DOMINION STREET
PRINCE STREET
ALBERT STREET
DOUGLAS STREET
CHARLES STREET
ELGIN STREET
QUEEN STREET
KYLE STREET
MARY STREET
GRANT STREET
MOODY STREET
HUGH STREET
WILLIAM STREET
MAINNES STREET
KAULBACH STREET
MORAY STREET
LOVAT STREET
GORDON STREET
ESPLANADE
A. MORTIMER, STEAM-LITH, OTTAWA.

Port Moody Gazette.
List of missing numbers.

1883 Dec.15, vol.1, no.1
1884 Mar.1
" Ap.19
" Ap.26
" My 3
" My 10
" My 17
" My 24
" My 31
" ~~Je 14~~
" Je 28
" Au 30
" O 18
" O 25
" N 1
" N 8
No more after N 15 to end of year 1884

1885 Beginning of year missing up to May 2

1885 June 13
" July 11
" Au 22
" S 19
" S 26
" O 3
No more after Nov.7 to end of year 1885

1886 Beginning of year missing to July 17

1886 July 24
" July 31
" Au 7
" Au 14
" Au 21

1887 Ja 1
" Mr 5

Moody Gazette.

RT MOODY, B. C., DECEMBER 22, 1883. NO. 2.

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MURRAY STREET.

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NEW WESTMINSTER DISTRICT.
LOT 69, GROUP 1.

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SIXTY-EIGHT
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d15 PROPRIETOR.

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QUEEN STREET, PORT MOODY.

D. B. GRANT - - - Proprietor.

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BOOTS & SHOES, HATS & CAPS,
BLANKETS!
HARDWARE, GLASSWARE,
GROCERIES, &c.

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Ready-made Clothing
Direct from the East, I am now prepared to supply customers at prices that will
DEFY COMPETITION!

☞Orders will be promptly attended to and satisfaction guaranteed.

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A supply kept constantly on hand.

JOHN B. TIFFIN.

of October, gangs of men ling the track. In the f the current year, the 'Duke of Abercorn" ar- he first of a squadron l rails for the Canadian discharged at the rail- his ship was, during the umn, followed by seven eight in all down to the er, and of the burthens 1800 tons, similarly el rails, plates, spikes, e summer and autumn year, large clearings of aber and opening up of n made, especially upon . This work is still with vigor, and will rough the winter. On Beaven districts lots on streets are now opened road to the East line of t. And a new road to estminster, commencing of Douglas and Murray ching the North road d yards South of the as been recently locat- nder construction. On ber, the first locomotive landed on the railway e steamship "Victoria;" afternoon of Sunday, the 21st, this locomotive, named the "Lytton," got up steam, ran a short distance up the road and returned to the wharf, hers being the first railway engine whistle to rouse the echoes of Port Moody's shore.

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ITS FUTURE PROSPECTS.

To indulge in vaticination is always a dangerous process; that is, dangerous for the reputation of the person who undertakes to say what the future will bring forth. It is easy for any person to prognosticate; and at the time of his doing so, no person can, in most instances, furnish positive proofs that his prognostications shall prove incorrect. Who has not heard of hundreds of instances of wiseacres who were quite prepared to "bet your life" as to what some certain place would amount to within a given time, or as to what would be the career of some certain individual man, or association of men? The carefully reasoning man who sees things for himself, or who gets his information from carefully-selected and apparently reliable sources, is sure to make—as compared with the out-spoken blusterer and "rustler," a wager on his "boots" or his "life"—a very cautious prognostication as to any such cases.

Now as to this Port Moody—it is needless to deny that all sorts of things to its discredit have been trumpeted aloud through the land and whispered into private ears; and, marvellous to say, this has often been done by men who, if they had even been endowed with the average supply of common sense, would have seen—could not have failed to see—that, by so doing, they were standing in their own light and pursuing a course which was calculated to materially damage their own best material interests. As to this matter, we name no names, and we indicate no communities; for we trust that, long before this time, the parties implicated have seen the error of their ways, and are disposed—seeing it is for their own best interests—to practically retract what they have learned, as we believe in most cases, to have been a dangerous mistake.

sheet of water which has taken his name.

When a number of the Engineers under Col. Moody's command were allowed to retire from the service, whilst yet in this province, they were accorded certain grants of Crown land. We may reasonably suppose that it was through the Colonel's influence that a number of them received their Crown lands upon the shores—and especially the Southern shore—of Port Moody. However that may be as to what influenced it, it is the fact that a number of them did so receive their grants; and the lands, at Port Moody, now surveyed off into town lots, as shown above, were, two years since, the property of these disbanded Engineers, or their assigns. It may here be observed by the way, that there are no better land titles to be had in British Columbia than those of this Port Moody townsite.

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As to this Port Moody, then, we "speak as of that which we know." Statements have been made in the earlier part of this paper, the tendency of which, if accepted by the reader as correct, could not in themselves fail to lead him to the certain conviction that Port Moody has a great future before it; and we confidently defy any person to gainsay any one of those statements as to fact in any material point. In matters of little detail, they may be slightly inaccurate, but not in any material point. In its accessibility and its capacity and safety as a port, we have seen that it has no rival on the coast of British Columbia. The conveniences, as a townsite, of the land already surveyed and plotted upon its immediate shore, and placed upon the market as such, are all that could be desired and even surpassingly good. Its climate is unsurpassed in salubrity and agreeability by that of any city in the world. It is favored with an ample—nay an inexhaustible—supply of the purest of water, and has every facility for drainage and for the making of streets of the best description at a small expense. The nature of the surrounding ground is such as to admit of an immense extension of the town to meet future requirements. Directly opposite to it, on Vancouver Island, are the great coal deposits of Nanaimo and its vicinity; and there is every reason to believe that the same coal beds, underlying the whole width of the Gulf of Georgia, will be found cropping up, on the Mainland, near the outlet of Burrard Inlet, of which Port Moody forms the innermost harbor, strong indications of such extensive Mainland coal beds have already been discovered. It is as near to the antheacite coal deposits alleged to have been discovered on the Queen Charlotte Islands as is any point on the shores of British Columbia likely to be of note in the future.

Such are some of the natural, local advantages of Port Moody as a town site. But when we come to regard this naturally so favored spot as the Pacific port and outlet of the great Canadian Pacific Railway, imagination is tasked to conceive how great, and prosperous, and brilliant its future must be. We have seen, upon this continent, many cities of growth so marvellously rapid as to astound people of the old world—as to astonish even their builders themselves. But amongst these we may search in vain for any one which, at the commencement of its rapid career, could show such an earnest of great and speedy success as is shown in the case of Port Moody. We already often hear comparisons made between its possible future and that of Winnipeg. The growth of the Provincial capital of Manitoba down to the present time, or to a date now about a year past, has been truthfully called a phenomenon. It has probably never been paralleled—not even in those despotically governed countries where cities have started up with really amazing rapidity, in obedience to the peremptory orders of an autocrat. Yet Winnipeg has not, and never had, the grounds upon which to take such rapid, gigantic and continuous strides in the way of material progress which are sure to characterize the future history of Port Moody. During the last three or four years, whilst Winnipeg was growing with really amazing rapidity, she was herself all the while contributing largely to the building up of other cities in her vicinity, which were to be to a large extent, her rivals. At all events, she already has rivals, and not informidable ones too, in Manitoba and the Northwest, both on the line of the Canadian Pacific railway and outside of its zone; and those who have given careful study to this matter do not doubt that not a very few of these—some of them places as yet scarcely heard of—will, at no distant period, overtake and pass the phenomenal city of Winnipeg in population, wealth and all material prosperity.

As to Port Moody, or the city which is to grace its shores, by whatever name to be called,—we may briefly and pointedly say that it has no rival. There is no semblance of a probability of its having a rival within the time of any person now living. There is no place upon the whole coast of British Columbia which can enter into competition with it. There is not one of the new—and, we admit, now rapidly developing—towns, on the Pacific waters, South of the 49th parallel of latitude, which can maintain a successful rivalry with Port Moody. These declarations are sweeping, but incontrovertible.

It is, of course, admitted and understood on all hands, that the Canadian Pacific railway is to be the principal factor in the elaboration of the future great city which is to be its Western *terminus*. Let the reader reflect for a moment upon the markedly peculiar position which Port Moody holds when compared with all other points upon, or connected with, that railway. As to the traffic going Eastward by that railway—say from all points West of Lake Superior, it is obvious that it may, and certainly will have various Eastern outlets. It will be divided up according to circumstances, and will pass through various channels to various *termini*—as for instance Halifax, St. John, Quebec, Montreal, Churchill, on the Hudson's Bay, and various intermediate and less important points. Some of it will, no doubt, be diverted into the United States—to, or in the direction of New York, Boston, Portland of Maine, and other U. S. Atlantic seaports. On the other hand, Port Moody is, and for a long period must continue to be, the sole *terminus* for traffic going westward. This fact cannot fail to ensure an immediate future prosperity to Port Moody. The local traffic upon this Canadian Pacific will amount to something almost incalculable; for it happens that, unlike the railway works farther South, this Canadian line will, throughout its whole length, pass through country of such rich and varied resources that there is not a mile of it which will not contribute largely to such local freight traffic. Even in its Western, or British Columbian section, the amount of this traffic, and the amount of it going Westward, will be found, we predict, to far exceed the present expectations of most people; for this Province has heretofore been much underrated with respect to the extent, value, and diversity, of its industrial resources. This local traffic will all tend largely to increase the prosperity of the terminal station—not only naturally because it is the terminus, but because it is the *depot* of the whole line, with its immense stores, machine-shops, and factories, giving employment to many thousands of men, and in themselves having a vast beneficial influence upon all branches of trade. The strictly Canadian traffic, both East and West, over this C. P. railway, will assuredly come up to the anticipations of the most sanguine and almost immeasurably exceed the usual estimates of the present day; for people, as a rule, are only beginning to waken up to a realization of the immensity of the resources of this Dominion, and to a faint perception of its enormous future growth and prosperity. Certainly no spot in the whole Dominion of Canada can receive greater, or more rapid, special benefits from that general prosperity than the city already commenced on the shores of Port Moody; and few, if any, can ever equal it in that respect.

We have but touched upon—only glanced over—those certain, although anticipated, facts which are to tell upon the future of Port Moody. We could enlarge to double, or even quadruple, the space which we have given to these forecasts of its future; and, in every instance, produce a combination of facts and arguments sufficient to satisfy the reason of any reasonable man that our views as to the future are under-stated rather than the reverse. These are points upon which we shall have frequent opportunities of enlarging in future numbers of this paper.

Not in the visions of any wild dream, but in the careful and cautious forecasts of one who has examined for himself, and who is thoroughly unconscious of any prejudices and influenced by no interests, we speak of the future of Port Moody. We see the city upon its shores, in the future—and not remote future—the first, the grandest, the most populous and thriving, city upon the Pacific slope of the American continent. We see its immediate shores lined with, in themselves, vast towns of structures pertaining to the railway traffic of the place, and of enormous warehouses stocked with goods from all parts of the world. We see, in docks and open stream, the waters of Port Moody crowded, from the head of the bay to the mouth of the North Arm, with merchant ships of all dimensions and bearing the flags of all nations, comparing in their number and capacity with what may be seen upon the Thames between Gravesend and London bridge; whilst away below, down to English Bay, the lower waters of Burrard Inlet will be crowded with passing ships. We see the hill-slopes and table-land now intervening between Port Moody and the Fraser river—denuded of their present growth of gigantic Douglas pines, cedars, and hemlocks—converted, in great part into one vast orchard, bearing profusely all the fruits of the temperate zone; for British Columbia—mark you, reader—amongst its other resources, is to be the fruit-grower for the great prairie country East of the Rocky Mountains. Much more we—the PORT MOODY GAZETTE—shall see of the now scarcely conceivable future prosperity and brilliancy of the city which is to grace the shores of Port Moody. There are children now born who will also see all that we have predicted, and much more of the same character which no man can now conceive.

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M. HESLOP, - - Proprietor

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VOL. 1. PORT MOODY, B. C., DECEMBER 22, 1883. NO. 2.

PORT MOODY.

ITS HISTORY.

The history of Port Moody, as yet, is mainly that of its future; and that, we have the best of reasons for anticipating, will be great and brilliant. Its past history is brief, but not wholly uneventful. To Colonel Moody, of the Royal Engineers, from whom it derives its name, we are mainly indebted for first making known its great merits and attractions as the site of a future great city. Whilst officially engaged in laying out the townsite of New Westminster and in other surveys in the vicinity, during which he explored much of the surrounding country, Col. Moody became profoundly impressed with the beauty and natural advantages of the head harbor of Burrard Inlet and its surrounding shores; and entertained a firm belief in their prosperous future. He it was who caused the first road to be made—the "North road"—from the Fraser to Port Moody; and along the line of that road, as well as elsewhere in that vicinity, he himself took up large grants of land. He used to keep his yacht in those placid waters; and upon them he spent many and, no doubt, pleasant hours. In short he seemed to be in love with the beautiful sheet of water which has taken his name.

When a number of the Engineers under Col. Moody's command were allowed to retire from the service, whilst yet in this province, they were accorded certain grants of Crown land. We may reasonably suppose that it was through the Colonel's influence that a number of them received their Crown lands upon the shores—and especially the Southern shore—of Port Moody. However that may be as to what influenced it, it is the fact that a number of them did so receive their grants; and the lands, at Port Moody, now surveyed off into town lots, as shown above, were, two years since, the property of these disbanded Engineers, or their assigns. It may here be observed by the way, that there are no better land titles to be had in British Columbia than those of this Port Moody townsite.

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ITS FUTURE PROSPECTS.

To indulge in vaticination is always a dangerous process; that is, dangerous for the reputation of the person who undertakes to say what the future will bring forth. It is easy for any person to prognosticate; and at the time of his doing so, no person can, in most instances, furnish positive proofs that his prognostications shall prove incorrect. Who has not heard of hundreds of instances of wiseacres who were quite prepared to "bet your life" as to what some certain place would amount to within a given time, or as to what would be the career of some certain individual man, or association of men? The carefully reasoning man who sees things for himself, or who gets his information from carefully-selected and apparently reliable sources, is sure to make—as compared with the out-spoken blusterer and "rustler," a wager on his "boots" or his "life"—a very cautious prognostication as to any such cases.

Now as to this Port Moody—it is needless to deny that all sorts of things to its discredit have been trumpeted aloud through the land and whispered into private ears; and, marvellous to say, this has often been done by men who, if they had even been endowed with the average supply of common sense, would have seen—could not have failed to see—that, by so doing, they were standing in their own light and pursuing a course which was calculated to materially damage their own best material interests. As to this matter, we name no names, and we indicate no communities; for we trust that, long before this time, the parties implicated have seen the error of their ways, and are disposed—seeing it is for their own best interests—to practically retract what they have learned, as we believe in most cases, to have been a dangerous mistake.

As to this Port Moody, then, we "speak as of that which we know." Statements have been made in the earlier part of this paper, the tendency of which, if accepted by the reader as correct, could not in themselves fail to lead him to the certain conviction that Port Moody has a great future before it; and we confidently defy any person to gainsay any one of those statements as to fact in any material point. In matters of little detail, they may be slightly inaccurate, but not in any material point. In its accessibility and its capacity and safety as a port, we have seen that it has no rival on the coast of British Columbia. The conveniences, as a townsite, of the land already surveyed and plotted upon its immediate shore, and placed upon the market as such, are all that could be desired and even surpassingly good. Its climate is unsurpassed in salubrity and agreeability by that of any city in the world. It is favored with an ample—nay an inexhaustible—supply of the purest of water, and has every facility for drainage and for the making of streets of the best description at a small expense. The nature of the surrounding ground is such as to admit of an immense extension of the town to meet future requirements. Directly opposite to it, on Vancouver Island, are the great coal deposits of Nanaimo and its vicinity; and there is every reason to believe that the same coal beds, underlying the whole width of the Gulf of Georgia, will be found cropping up, on the Mainland, near the outlet of Burrard Inlet, of which Port Moody forms the innermost harbor, strong indications of such extensive Mainland coal beds have already been discovered. It is as near to the antheacite coal deposits alleged to have been discovered on the Queen Charlotte Islands as is any point on the shores of British Columbia likely to be of note in the future.

Such are some of the natural, local advantages of Port Moody as a town site. But when we come to regard this naturally so favored spot as the Pacific port and outlet of the great Canadian Pacific Railway, imagination is tasked to conceive how great, and prosperous, and brilliant its future must be. We have seen, upon this continent, many cities of growth so marvellously rapid as to astound people of the old world—as to astonish even their builders themselves. But amongst these we may search in vain for any one which, at the commencement of its rapid career, could show such an earnest of great and speedy success as is shown in the case of Port Moody. We already often hear comparisons made between its possible future and that of Winnipeg. The growth of the Provincial capital of Manitoba down to the present time, or to a date now about a year past, has been truthfully called a phenomenon. It has probably never been paralleled—not even in those despotically governed countries where cities have started up with really amazing rapidity, in obedience to the peremptory orders of an autocrat. Yet Winnipeg has not, and never had, the grounds upon which to take such rapid, gigantic and continuous strides in the way of material progress which are sure to characterize the future history of Port Moody. During the last three or four years, whilst Winnipeg was growing with really amazing rapidity, she was herself all the while contributing largely to the building up of other cities in her vicinity, which were to be to a large extent, her rivals. At all events, she already has rivals, and not informidable ones too, in Manitoba and the Northwest, both on the line of the Canadian Pacific railway and outside of its zone; and those who have given careful study to this matter do not doubt that not a very few of these—some of them places as yet scarcely heard of—will, at no distant period, overtake and pass the phenomenal city of Winnipeg in population, wealth and all material prosperity.

As to Port Moody, or the city which is to grace its shores, by whatever name to be called,—we may briefly and pointedly say that it has no rival. There is no semblance of a probability of its having a rival within the time of any person now living. There is no place upon the whole coast of British Columbia which can enter into competition with it. There is not one of the new—and, we admit, now rapidly developing—towns, on the Pacific waters, South of the 49th parallel of latitude, which can maintain a successful rivalry with Port Moody. These declarations are sweeping, but incontrovertible.

It is, of course, admitted and understood on all hands, that the Canadian Pacific railway is to be the principal factor in the elaboration of the future great city which is to be its Western *terminus*. Let the reader reflect for a moment upon the markedly peculiar position which Port Moody holds when compared with all other points upon, or connected with, that railway. As to the traffic going Eastward by that railway—say from all points West of Lake Superior, it is obvious that it may, and certainly will have various Eastern outlets. It will be divided up according to circumstances, and will pass through various channels to various *termini*—as for instance Halifax, St. John, Quebec, Montreal, Churchill, on the Hudson's Bay, and various intermediate and less important points. Some of it will, no doubt, be diverted into the United States—to, or in the direction of New York, Boston, Portland of Maine, and other U. S. Atlantic seaports. On the other hand, Port Moody is, and for a long period must continue to be, the sole *terminus* for traffic going westward. This fact cannot fail to ensure an immediate future prosperity to Port Moody. The local traffic upon this Canadian Pacific will amount to something almost incalculable; for it happens that, unlike the railway works farther South, this Canadian line will, throughout its whole length, pass through country of such rich and varied resources that there is not a mile of it which will not contribute largely to such local freight traffic. Even in its Western, or British Columbian section, the amount of this traffic, and the amount of it going Westward, will be found, we predict, to far exceed the present expectations of most people; for this Province has heretofore been much underrated with respect to the extent, value, and diversity, of its industrial resources. This local traffic will all tend largely to increase the prosperity of the terminal station—not only naturally because it is the terminus, but because it is the *depot* of the whole line, with its immense stores, machine-shops, and factories, giving employment to many thousands of men, and in themselves having a vast beneficial influence upon all branches of trade. The strictly Canadian traffic, both East and West, over this C. P. railway, will assuredly come up to the anticipations of the most sanguine and almost immeasurably exceed the usual estimates of the present day; for people, as a rule, are only beginning to waken up to a realization of the immensity of the resources of this Dominion, and to a faint perception of its enormous future growth and prosperity. Certainly no spot in the whole Dominion of Canada can receive greater, or more rapid, special benefits from that general prosperity than the city already commenced on the shores of Port Moody; and few, if any, can ever equal it in that respect.

We have but touched upon—only glanced over—those certain, although anticipated, facts which are to tell upon the future of Port Moody. We could enlarge to double, or even quadruple, the space which we have given to these forecasts of its future; and, in every instance, produce a combination of facts and arguments sufficient to satisfy the reason of any reasonable man that our views as to the future are under-stated rather than the reverse. These are points upon which we shall have frequent opportunities of enlarging in future numbers of this paper.

Not in the visions of any wild dream, but in the careful and cautious forecasts of one who has examined for himself, and who is thoroughly unconscious of any prejudices and influenced by no interests, we speak of the future of Port Moody. We see the city upon its shores, in the future—and not remote future—the first, the grandest, the most populous and thriving, city upon the Pacific slope of the American continent. We see its immediate shores lined with, in themselves, vast towns of structures pertaining to the railway traffic of the place. and of enormous warehouses stocked with goods from all parts of the world. We see, in docks and open stream, the waters of Port Moody crowded, from the head of the bay to the mouth of the North Arm, with merchant ships of all dimensions and bearing the flags of all nations, comparing in their number and capacity with what may be seen upon the Thames between Gravesend and London bridge; whilst away below, down to English Bay, the lower waters of Burrard Inlet will be crowded with passing ships. We see the hill-slopes and table-land now intervening between Port Moody and the Fraser river—denuded of their present growth of gigantic Douglas pines, cedars, and hemlocks—converted, in great part into one vast orchard, bearing profusely all the fruits of the temperate zone; for British Columbia—mark you, reader—amongst its other resources, is to be the fruit-grower for the great prairie country East of the Rocky Mountains. Much more we—the PORT MOODY GAZETTE—shall see of the now scarcely conceivable future prosperity and brilliancy of the city which is to grace the shores of Port Moody. There are children now born who will also see all that we have predicted, and much more of the same character which no man can now conceive.

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The Port Moody Gazette.

SATURDAY, DECEMBER 22, 1883.

THE DOMINION LANDS ACT.

We have no present intention of discussing the merits of this act. We wish merely to correct a very erroneous impression which has recently obtained in this Province, and which has caused somewhat of a panic on the part of many so-called "squatters." That false impression is, that the act in question was intended to apply as well to the "twenty-mile belt," along the line of the Canadian Pacific Railway, conveyed by this Province to the Dominion, as to certain other parts of Canada. No impression could be more groundless. The very first "interpretation" clause of the "Dominion Lands Act, 1883," says: "This act applies exclusively to the public lands included in Manitoba and the several Territories of the Dominion." British Columbia is not a "Territory;" it is a *Province*. Throughout all the ensuing 126 clauses of this long act, wherever reference is made to the field of its operations, or to the extent, or limit, of the jurisdiction of those who are to carry out its provisions; the expression used is- "Manitoba and the Northwest Territories"—showing that by the term "several Territories" used in the Interpretation clause, is meant the "North-West Territories." Indeed, there are no other in the Dominion. If British Columbia, like the other Provinces, were not thus expressly excluded, the terms of the Act throughout all its provisions show most obviously that it never, for a moment, could have been intended to apply to any part of Columbia, although the Dominion does hold a "twenty mile belt" quite across the Province. The Dominion holds land in every one of the other Provinces. As well might it be conjectured that the Act in question was intended to apply to each of them. Still further, it could not have been applied, even if intended so to be, it being wholly inapplicable. Thus the panic of these squatters was without any reasonable ground whatever. Yet we believe that, under that panic, many of these misguided men hastily abandoned the lands they had already occupied. It is not improbable to suppose that they were alarmed by wily individuals who hoped to step quietly in and occupy the ground thus abandoned by the panic-stricken squatter. As to the precise terms upon which the lands included in this railway belt really will be disposed of, that is still a question. The precious "Settlement Bill"—so miscalled—has now passed the Legislature, it seems. This will have to be submitted to the Governor-General for approval, or disapproval. If it receives the former; there will still be some further legislation on the part of the Dominion to carry this "Settlement" into full effect. That being done, this railway belt will be thrown into the market upon such terms as may seem best—reasonable enough, we can scarcely doubt. Still, we can see no probability of their being placed in the market until then.

A SHAMEFUL TRANSACTION.

[From the Mainland Guardian.]

We learn by telegrams received in this city, that the Settlement bill was read a third time and passed. We confess that looking over the names of the members who stood with the Government, we had very little hope of this disgraceful measure being defeated, in our local House. The participants in the enactment of the Settlement bill have earned for themselves a notoriety which must cut short their parliamentary career. For all we know, they may have accomplished all they desired or esteemed worthy their efforts, for the time, and so care little about performing the part of representatives in future Be this as it may, we can assure them that they will not soon be forgotten. The bill, however, has still to pass through a second ordeal, and may have to return to our legislature for further amendment. The opposition at Ottawa are keen at picking holes where none were supposed to exist, and the province may be saved, not from any philanthropic motives on the part of the members, but simply as a political peg to hang opposition speeches upon. In contrast to these are the men who have consistently and honestly served their constituents as provincial representatives, and who will be well repaid in future years, by the knowledge that they did their best to prevent the bill becoming law. It now remains for the people of British Columbia to take such measures as will prevent the alienation of all the best lands and mines in the province for the benefit of foreign syndicates or political favorites. There are numbers of hard-working and adventurous men who have faithfully earned a homestead or a claim in the province, who see after the expenditure of their best years, the whole country given away by unprincipled ministers to strangers or greedy monopolists. It is true that we have amongst us a number of time servers who were always ready to sell themselves and their fellow-citizens for a very small price. The apathy of the artizan class and commercial men who can see the iniquity of recent legislation, has done much to enable these worthless men to obtain the power of robbing the people. Surely the Settlement bill and the Kootenay bill, and the present land-grabbing schemes, will open their eyes. If these men who are now being made rich at the expense of the people, were honestly intent on developing the resources of the country for general benefit, as it has been impudently stated by the government touters, there might be some little excuse for the shameless robbery; but everybody knows that this is not the fact; the mines and the lands and the timber are merely being secured for speculative purposes, to be turned to account, only, when the opportunity offers for realizing high prices. Thus the people are trebly robbed; first, of their lands, minerals and timber; next, of the extra prices for their articles, as food, timber and metals, from their being in the hands of monopolists, and then in being deprived of the labor which development would create, had the land been given or sold to industrious or enterprising men. It will act as a complete wet blanket to the Province, this horrible monster monopoly. The lands being locked up, settlers will go elsewhere. Tradesmen finding that only a favored few can do any business, will seek other climes where their industry will be better rewarded. Artizans will avoid the province, from employment being restricted, and as to politics, the legislature will be always packed with the tools of rings and monopolies. The province will be ruled and bought and sold by a score or two of men who can defy interference: the working classes who remain here, being completely in their power and compelled to work for them like slaves for such remuneration as they may choose to pay. In this way this beautiful province will, by the artful manipulation of aliens, be rendered harmless as a rival to the States and cities to the South of us; it will be as safely secured as a manacled prisoner, to be used as its keepers think fit. It will be something for Englishmen, elsewhere, to point at and hold up as a sample of serfdom.

A SMALL DESPOTISM.

[From the Mainland Guardian.]

When it is remembered that the obnoxious Settlement Act was never submitted to the people; that the people's representatives, by a strange paradox, do not represent the people at all, but only their own narrow-minded prejudices or predilections; that were the Settlement Act the best in the world, it is of such vital importance to the province that it should not be passed without the concurrence of the electors; but being as it is the worst bill that has ever been presented to our legislature, it is an outrage on representative government that it should be passed without asking permission from those whose property will be affected by its clauses. The men who call themselves ministers, now at the head of affairs, are wholly unfit to conclude such a bargain, supposing that such a bargain was necessary; but, we insist that it is not at all necessary; we gain nothing by it that we could not obtain without it, and we lose much by its provisions without any present or future advantage. The stupid rot continually being dinned into our ears about former governments 'fighting Canada" and the present one "conciliating Canada," is the purest nonsense The Federal Government respected former administrations in this province, hence, never had any quarrel with us. They do not respect the present government, hence, any attempt at conciliation is merely thrown away. That the Dominion Government tried to drive a hard bargain with former Governments in this province, everyone knows, and much to their credit these Governments resisted what they conceived to be injustice to the province. It is not necessary that we should state any cause for the conduct of the Smithe or honest John ministry, the facts are so glaring that any man of ordinary intelligence can form an opinion, and we are sure that the majority will be very near the mark. The present Settlement bill conveys to the Dominion Government the graving dock in perpetuity for a less sum than we have paid for it. The Dominion Government will, we feel assured, never finish it; because operations will be deferred till the advent of a new ministry at Ottawa, and they will easily show that they should not be bound by the acts of their predecessors, particularly in a matter where such acts would clearly militate against the interests of the great majority of the people of Canada. The Settlement Act conveys to the Federal Government 3,500,000 acres of land at Peace river. For what? For shortage in quantity and inferiority in quality of the lands in the railway belt, say our ministers. Will our ministers, or anyone else possessing a knowledge of the matter, point out to us when and where we agreed to provide good arable land in any stated quantity for a railway belt or bound ourselves to keep settlers off till it pleased the Ottawa authorities to take possession? We are fully convinced that this Settlement bill is clearly effecting a serious alteration in the Terms of Union, and will render the remaining terms now unaffected, open to change in the future, so that we shall be exposed to the freaks of any adventurous Ottawa ministry in all time to come. The Settlement Act, by some hocus pocus, places in the hands of aliens the most available mineral wealth in the province, to the deprivation and impoverishment of our own citizens. By this Settlement bill we are bound to hand over the paltry three quarters of a million that we accept in full of all demands for compensation to the alien company who are to take all our coal lands for a useless bit of railway 75 miles in length. Our readers cannot be surprised that the local ministers confine themselves, in advocating this shameful measure to senseless generalities, spiteful attacks on the preceeding ministry and the repetition of the buncom about conciliating Canada. We are not inclined to believe that the honest John Government is composed of such imbeciles as the terms of the Settlement bill would imply if they were acting with perfect honesty of purpose. We know that they are not capable men by any means, but we know that in relation to their personal interests, they have a very shrewd notion of the difference between *meum* and *tuum*. Well, they are forcing this Settlement bill through the House with the aid of certain members who are much like themselves in principle and intellect, so that they are attempting to effect a great public robbery because honest John and his colleagues have decided it shall be done. If any of our readers can distinguish any difference between the course of our representative ministry and the greatest despotism in the world, we should like to learn where it is.

ESSENCE OF PARLIAMENT.

[From the Mainland Guardian.]

FRIDAY, December 14th.

Mr. Grant, on resuming the debate on the Settlement bill, made probably the best speech on the subject. It was clear, full, and to the point, bristling with irrefragable dates. But he might as well have talked to Douglas monument as to the Government and their faithful followers. They had decided to pass the bill from reasons best known to themselves, and they sat like stoics listening to the honest expressions of opinion by the only representatives in the House, as they would to a sermon in Church to which they were opposed but unable to reply. Mr. T. Davie followed in a humdrum style, repeating the platitudes of the ministry, and filling up so much time, as he was in duty bound. Mr. McLeese stated his opinion in terse and forcible language, which had the true tone of honesty and sincerity about it. If we had men at the head of the Government like Mr. McLeese, our lands would never be given to foreigners. Mr. Wilson spoke as if he would rather have let it alone; all it amounted to was the fact that he was going to vote for the bill. Mr. Armstrong strongly protested against giving away the public property for nothing, and advocated the dissolution of the House in order that the people might have an opportunity of giving an opinion on such an extraordinary measure. Mr. Helgesen pointed out the iniquities of the bill and strongly denounced the action of the Government. Mr. Robson got up and made one of his characteristic speeches; it was a cross between a hustings speech and an address to a tea meeting. He ignored the speaker altogether, and directed his conversation entirely to the people in the gallery. He said nothing worth listening to, because it was the cut and dried material which he uses on every occasion that he speaks, no matter where. Messrs. Semlin and Pooley merely informed the House—with a few platitudes—that they were going to vote for the bill. The House then divided, and the second reading was carried by 15 to 7. Our readers will be able to guess who the 15 were. They have certainly made themselves notorious, and their names will not be forgotten in days to come. The House then adjourned till Monday.

MONDAY, Dec. 17th.

Mr. Beaven showed clearly that the proceedings in relation to the Settlement bill were irregular, but the Speaker ruled against him. Mr. Armstrong then moved that the House be dissolved and the whole Settlement bill be submitted to the people; this, however, was voted down by the Government tribe. The clauses were passed up to clause (r) when Mr. Robson allowed his imagination to roam, under the impression, possibly, that he was at a prayer meeting. The product of his brain was what everyone might expect, a distorted unnatural object which he designated an English, Siwash Chinaman. Mr. Grant told him that he had neglected to clothe his unsightly bantling, and hence it could not be comprehended; but if he would throw the skin of the chameleon over it, recognition by everyone would immediately follow. Mr. Robson said only $250,000 of the dock refund would be spent on the railway. Some of the members who gave themselves and their country away, on the promise of the whole refund to the mainland, protested, but they elicited no reply. The debate adjourned till Tuesday.

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MANAGER.

The Port Moody Gazette.

SATURDAY, DECEMBER 22, 1883.

HOME LOCALS.

A little, novel, local excitement was aroused, on Saturday last, by the news that a District Board of License Commissioners had, at a sitting that day at Granville, awarded hotel licenses to Messrs. J. A. Clarke and John Murray of this town. The new hotels respectively owned by these applicants, have remained unoccupied during the summer and autumn in consequence, as is understood, of their having been, in June last, refused licences to sell liquors. It is now expected that both of these hotels will be opened forthwith for the accommodation of the traveling public.

The steamer "Adelaide," Capt. Meyer, arrived about 3 o'clock p. m. on Sunday last, having a lumber-laden scow in tow for Mennie, agent of the Dominion Mills company, and having in cargo a quantity of hay and general merchandise to special consignment. The "Adelaide" sailed about 5 o'clock on her return to Westminster.

The ship "King Cenric," Capt. Williams, —the last of the steel-rail ships— was hauled out from the wharf on the forenoon of Monday last, and towed down to Hastings, where she will remain for a time as yet unknown.

It sounds cheering to hear the whistle of the locomotive once more. In the early morning of Tuesday last the engine, with a string of platform cars in train, reappeared at the terminus, after an absence of several weeks. Its long detention up the track was owing to the wash-outs and slides upon the railway, caused by the late unprecedentedly heavy rains. The track is once more clear, up as far as the rails are laid, and the work of track-laying is resumed.

Through an accidental omission, there was no note in our last of the arrival of the "Stormy Petrel," Capt. Read, which occurred at 4 o'clock on Friday of last week. This barque is probably the handsomest vessel which has appeared in our harbor since the "Duke of Abercorn" was here last spring. Like the "Duke," the "Stormy Petrel" is an iron ship, and is iron rigged. As is well known, her cargo for this port consists of the steel railway bridge which is to cross the Fraser. The work of unlading commenced on Monday morning, and the discharge is expected to be complete in about a fortnight from that time.

The public hall, of which brief mention was made in our last, and for the erection of which Mr. Wintemute is making preparations, is to be situate upon the corner of Clarke and Grant streets, lot 8. block xi., Murray quarter. The dimensions of the new building will be 66x40 feet, and it will be three storeys high, these storeys being respectively 13, 12 and 10 feet in height. It is intendod to comprise a public hall, some shops, and, we presume, a private residence, if not more than one.

Mr. Hugh H. Fraser is commencing to build a residence on lot 1, block iii., Murray quarter. Mr. Murchie is about putting up a house on lot 49, block i., Murray quarter; and Mr. Alex. Tays is making like preparations on a part of the adjacent lot.

Good opportunity is offered to some active young man, in the project of running an express between Port Moody and Westminster. It is something very much needed, and at once. What is required is an active, intelligent, and thoroughly honest and reliable individual, who would make a daily trip from this place to Westminster and return. Or, to commence with, he might do this—say every alternate day. He would be expected to carry, either way, letters, papers, and small parcels. He would be further expected to execute little commissions, in the way of the conveyance of messages and, at times, doing shopping for his customers. The services of a thoroughly trustworthy individual in this way, would save many a wearisome journey, with its expense and loss of time, which now has to be taken between the two places; and most of persons would gladly pay any reasonable commission to such an expressman, in order to be able to avoid such journeys. Whoever undertakes this enterprise, could commence operations on horseback, or even on foot; but the business will rapidly increase, as the growth of the town increases.

The steamer Maud, from Victoria, arrived at 9 o'clock, a. m., on Tuesday, with an assorted freight for D. B. Grant and others. She left, on her return, about 11 o'clock.

We understand that Mr. Clarke's new and as yet unoccupied hotel, has been taken by Mr. John E. Insley, late of the Colonial Hotel, and is to be fitted up and opened for the accommodation of the public with all possible despatch. We further learn that the new Rocky Point Hotel, owned by Mr. Murray, has been by Mr. Sincerbau, by whom it is to be opened forthwith. Both of these houses have, within a few days, been awarded licenses, after repeated applications. Mr. G. W. Williams has, we are told, taken a contract for opening up Murray street, from the corner of Queen street to the last named hotel.

Contracts have been entered into for the extension of a telegraph line from New Westminster to this town; and, unless the weather should prove unendurably bad, the posts will be set up during the incoming week. The line is to follow the Clarke road.

PUBLIC MEETING AT PORT MOODY.

A respectable and influential meeting, for the purpose of considering the rights of squatters, in view of the Dominion lands within the twenty-mile belt being thrown open for acquisition by private hands, was opened pursuant to appointment at the Caledonia hotel, on Monday last at two o'clock p. m. Mr. Orr briefly explained the object of the meeting; Mr, T. S. McGillivray was appointed chairman, and Mr. D. Heslop, secretary.

Mr. John T. Scott, on being called upon, spoke eloquently in favor of an organization on the part of so-called squatters for their mutual protection,—at all events, a conjoint movement in which, he contended, not only the people of Port Moody, but those of the Province generally, should take part; and in the bountiful results of which, if any such should accrue, they should all participate.

Mr. Orr ably supported the same views, and the necessity of protecting the interests of *bona fide* settlers.

Mr. Butchart advocated petitioning the Dominion Parliament, through the District representative, in favor of the claims of such settlers.

Mr. Meek read from the Dominion statutes the Land Act of 1883. He deprecated any action being taken by the meeting in the way of petitioning the Dominion Parliament or attempting to step in before the local Legislature. He read clauses of the Settlement bill, now pending in the local House, which he maintained would meet the whole case, provided such bill passed, and if it did not pass, then we should petition the Dominion Parliament. He maintained that an article which had recently appeared in the *Columbian* newspaper, had needlessly alarmed that portion of the public who were interested in the lands in question.

Mr. John T. Scott moved, and Mr. Wm. C. White seconded, that a committee of seven be appointed to take any future action which they might consider desirable, relative to the objects which the meeting had in view. The following gentlemen were unanimously appointed such committee:—Col. Hamilton, Messrs. Noon, Butchart, Orr, Meek, Scott and McLean.

Votes of thanks were unanimously tendered to the chairman and secretary, when the meeting adjourned *sine die*.

COMPLIMENTARY—VERY!

When a new newspaper makes its appearance in any community, it is customary among fellow journals of an older date, as a mere matter of courtesy, if not of heartfelt good will, to extend the right hand of fellowship to the new-comer, to hail him with a word of welcome, and, if any comments are made upon his first appearance and they cannot in some way be made complimentary —a rare state of affairs—to abstain from making them crude, brutal, and insulting. The editor of the "British Columbian" takes a very different view of the sort of welcome which should be given in such cases. But then the editor in question has no more conception of gentlemanly courtesy than a Thug might be supposed to have of Christian Charity. He hails our first appearance with savage abuse. No doubt, he does find it provoking after having had Port Moody vigorously canvassed, by ghostly and ghastly drummers, for a year past, in the effort to make it his own preserve, to find that now a new and vigorous journal has occupied the field and is certain to hold it. This mortified "Columbian" man grows severe—indeed the fellow tries to be witty (!) over some defects in our first issue, which any sane reader could see were errors of the compositor and proof-reader. And is it to be wondered at that such should be the case? Until our arrangements are perfected and our own new press up—a matter of possibly a few weeks—we have made temporary arrangements for being printed at the office of another journal. On the date of our first issue, there was a great fire in town which drew away, for a time, nearly the whole staff of the office. All hands were engaged trying to save fellow-citizen's property—this "Columbian" noodle's included. Hence a good deal of confusion in the printing office in question, and some typographical errors in our first issue.

But we have already given too much notice to this blockhead; and, if our readers will forgive us for having done so in this instance, it is highly improbable that we shall ever condescend to pay him like attention again.

EDITORIAL NOTES

[From the Mainland Guardian.]

HONEST John's paper gives the "Port Moody Gazette" a handsome send- off; it abuses the new paper roundly. Like abuse from the gentleman in black, it redounds to to the credit of the "Gazette" that it should be taken to task by the Government penny-whistle. We need hardly say that the notice referred to is the emanation from a weak, ill-balanced and evil disposed mind, in which venom had been stored up for the benefit of the new comer. The reasons are numerous; but those the public can best understand, are as follows: It is a handsome paper; it is well got up; it is cheap, and contains food for intelligent minds. Knowing that it was to appear, the clique to which honest John belongs, decided to induce a young man—a stranger in the country—to publish a paper to oppose it, which will now have very little chance. The consequence is that the appearance of the "Gazette" must be gall and bitterness to honest John. Then again, with all the quackery, puffing and pretence that have been expended upon it, honest John's paper is a failure, and without artificial aid must cease to exist. Our readers can now understand how the attack on the "Gazette" came to be written.

NEWS FROM NORTH ROAD.

[From the Mainland Guardian.]

DECEMBER 18th, 1883.

This morning an accident took place about a mile from the bay. A man named Alex. Creighton, while splitting wood, made a miss-lick, and inflicted a nasty wound on the instep. A good Samaritan coming that way, put him on his horse, which carried him to the hotel, where the host, Mr. Watkis, did all in his power to make the sufferer comfortable, and displayed considerable ingenuity in improvising a tourniquet to stop the excessive hemorrhage occasioned by the position of the leg on horseback, on his way to the hotel. A messenger was at once dispatched to the head of the bay for assistance, to which Dr. Helsop promptly responded, temporarily dressed the wound, and made the sufferer as comfortable as possible for his transit to the Hospital at Westminster.—COM.

RETURNS OF FISH, PRICES, &c., 1883.

FRASER RIVER AND BURRARD INLET.

[From the Mainland Guardian.]

Salmon, salt, in barrels,		673
Salmon, fresh,	102	200
Salmon, in cases, 48 lbs. each	105	701
Sturgeon, lbs	43	960
Various fish, lbs	25	500
Trout, lbs	29	300
Oolahans, lbs	14	000
Smoked herring, dollars' worth		500
Dog-fish oil, gallons,	10	595
Herring oil, gallons,	7	500
Guano, 12 tons at $20.00 per ton		
Value of fish oil and guano	$557	180
Value of vessels, boats, nets, etc., employed in the fisheries during the year 1883, on the Fraser river and Burrard Inlet	$138	495

A NEW STEAMER FOR THE PORT MOODY TRADE.—The Royal City Planing Mills Company are having a handsome steamer built for the use of the company, to be run between their mill and Port Moody. The timbers are all in place, and it is expected she will be complete about the early part of March next. Her dimensions are: length of keel, 75 feet; length over all, 80 feet; beam, 15 feet; depth of hold, 7 feet. Her tonnage will be about 40 tons register, and she is being constructed under the supervision of the celebrated boat-builder, Mr. Maloney. Her engines, which are being manufactured at the Albion Iron Works, will be capable of working up to 75 horse-power: They will consist of two cylinders, each ten inches in diameter, with a ten-inch stroke, furnished with surface condensers, and driving a screw propeller.—*Guardian.*

PUBLIC SCHOOL EXAMINATION.

[From the Main and Guardian.]

The junior division of the boys of the New Westminister public school were put through their facings on Thursday last. The number of visitors present was not large, but included the Rev. E. Robsor, Messrs. J. Calbeck and Digby, while the ladies were represented by Mrs. Whiteside, Miss Howay and Miss Major. The Examination was concluded by Miss White, the teacher, and included amongst the subjects reading, geography, grammar, spelling, and arithmetic,—the last subject being undertaken by Mr. H. M. Stramberg, the Principal of the school. The scholars answered the question put to them very promptly, and the percentage of correct replies was very fair. The labors of the day, which were relieved by several songs by the scholars, being nearly over, Rev. Mr. Robson, in response to the invitation of the teachers made a short address to the youngsters in which, after cautioning them that it was the correctness of their answers by which they would be judged, he encouraged them to study vigilantly and declared that those who had done so were honestly entitled to the rest which they, in common with their teacher, were about to enjoy. After congratulating the latter upon the improvement in the class, he wished them all a merry Christmas and a happy new year and the class was then dismissed.

The senior division of the boys was reviewed in the afternoon by the Principal, Mr. H. M. Stramberg, in the presence of Rev. E. Robson, Rev. R. Jamieson, and Mrs. McInnis, Mrs. Merchant, Mrs. Peele, Mrs. Black, Mrs. McMurphy, Mrs. Johnstone, Mrs. Howay, Miss Black and Miss Webster. The subjects were pretty much the same as in the morning, with the addition of writing and composition, and as the boys were older the questions were naturally more difficult, particularly in the arithmetical section, in which the boys evinced great readiness and correctness; in fact, the subjects which were likely to be of practical use in this world of ours had evidently received the lion's shore of attention.

Rev. Mr. Jamieson being called on by Mr. Stramberg to say a few words, expressed himself gratified with the result, which was better than he had expected. He told the boys that they had a good teacher in Mr. Stramberg, but if they wished to succeed they must strive themselves and the best advice he could give them would be, to attend regularly and be sure to learn their lessons thoroughly before starting. He then wished them a merry Christmas and made way for Mr. Stramberg, who congratulated all present upon the favorable report made by the superintendent of Education on his late visit here, who said that the general percentage of marks attained by the school showed a decided advance, one scholar having reached 90 per cent. of correct answers which was higher than anything in his experience since he had occupied the position. He then made the usual good wishes for their holidays, which were received with rousing cheers, and dismissed them to their sport.

THE BRITISH QUARTERLY FOR OCTOBER has reached us, and contains mental food for all. "The Life and Times of St. Anselm" gives some curious pictures of the state of society in England, in the days of the Red King. Possibly to one who may be puzzled by the religious convulsions of our days, not the least curious passage in it will be the picture of the Saint himself, poring over his books and producing original works which are described as "indicating a new and forward movement in religiout thought." However, the venerable Archbishop is presented to us as a great and good man, and some of the patriots of our day can easily find passages in his life which would afford them a good example. 'Some Indian Stories" is mainly a collection of mythological tales, translated from the Sanscrit and the still more rarely studied Thibetan dialect, in which much of the sacred lore of the Buddhistic faith is preserved. In "Life Insurance Finance" we return to practical life, and the article is a decided effort to introduce the public behind the curtain and explain how the financial business of these institutions is conducted, explaining ali the mysteries of bonuses, shares in the profits, etc. When the editor of the Quarterly takes us "Amongst the Mongols," he carries us once more into the midst of the Buddhist faith; this time, with a dash of Confucianism, and a decidedly more latter-day air with it, which, however, renders it none the less interesting in the face of our contact with the Chinese, who are its most numerous professors. "Cromwell in Ireland" give one the impression that the old Puritan hero would have dealt with that restless neighbor of the old country in very different fashion to Gladstone, if the task of the latter had fallen into his hands. The sketch of Luther, which follows, brings the great reformer vividly before us, and we cannot do better than ask our readers to study him for themselves. "The Dog in Homer," and the "Second Part of Faust," will be read with interest by those who have already dipped into the works alluded to. The article on Mr. Ilbert's bill, throws some light on a measure which has created a terrible commotion in the land beyond the Ganges, and upon the probable effects of which opinions at home are still fiercely divided. One can scarcely rise from a perusal of the notice in the review, without a feeling that it was inevitable that some such movement must take place ere long. "The Political Review of the Quarter," is a rather commonplace paper, and suggestive, rather of a determination to be jolly, than of the spontaneous ebullition of triumphant feelings which accompanies a genuine success. The notices of new publications are numerous, and the subjects various, and those in search of "some new thing," or even a new treatment of an old one, might find it worth while to glance through the list. This is the American reprint, from the Leonard Scott publishing company.

superintendence of Mr. Maloney, the celebrated boat-builder. Her engines are manufactured at the Albion Iron Works; the cylinders are 10 by 10 high pressure: she will carry salt water condensers. Her tonnoge will be about 40 tons register.

QUEEN SILVER MINE.

ITS PROSPECTS.—AN INTERESTING ASSAY FROM CORNWALL, BY MR. J. H. COLLINS, M.E. & F.G.S.

[From the Mainland Guardian.]

Mr. Teague has kindly favored us with the report of the Queen Mine, and informed us that the new tunnel has been driven 176 feet during the season, through a very congenial formation for minerals, composed of mica and talc schist rocks. The "lode" gone through, as seen in the tunnel about 10 feet deep from the surface where the "lode" was first discovered, is about 4 feet wide, composed of a beautiful fluccan, faleraz, felsite, and shoots of argentiferous ores. The vein strikes North-East with a dip of about 45°, with every indication of the ore expanding in depth as the shoots of ore strongly dip downwards.

I append a copy of Mr. Collins' report, under date 12th Nov., 1883, showing returns of samples of ore sent by me, from Yale, on 23d August last, containing about 5 lbs. B. & C. were stones of gangue matter, sent with the object of knowing what they were:

Dear Mr. Teague—"I regret that I have not been able to attend to the matters referred to in your letter until now. Specimens marked B. & C. are worthless, except perhaps as fluxes. The first consists chiefly of quartz containing flakes of mica and small garnets; the second, of a green mineral which I take to be a variety of hornblende, together with calcite and other earthy products.

The various samples of mineral ore contained in the numerous small bags were so similar that I mixed them well up together and took a general sample for further treatment. Part of this was dressed up a partial vanning process. The original and the vanned portions were then analysed, with the results given below:—

	ORIGINAL.	VANNED.
Insoluble gangue,	78 50	..... 38 94
Iron	8 05	..... 20 08
Copper	0 18	..... 0 24
Lead	2 43	..... 11 81
Zinc	1 23	..... 2 86
Sulphur	6 55	..... 20 06
Oxygen and loss..	3 06	..... 6 01
	100 00	100 00

The original contained 12 oz. 15 dwts., and the vanned portion 18 oz. 0 dwts., 16 grains of silver to the ton. I think these results are very good. The material could no doubt be dressed up more finely, but there would be a considerable loss of lead and silver in the slimes. Of course even if it dressed up to 20% lead, it would not be a readily saleable product unless you had milling establishments in your neighborhood; but you could heat it yourself for argentiferous lead in blast furnaces, and the operation could not fail to be profitable, if fuel is only cheap with you, Your pigs of lead would contain not less than 10 oz. of silver to the ton.

The pieces of mineral look altogether very 'kindly,' and I should think they are very probably connected with good deposits (i.e.) good as regards extent, which you can hardly fail to meet with by farther search."

(Signed) J. H. COLLINS,
M.E. and F.G.S.
England.

THE FALSE CREEK ROAD.

[From the Mainland Guardian.]

MR. EDITOR.—We are annoyed with the vacillating policy of the Government regarding the False Creek road. Many of us who did not know the chameleon character of honest John, voted for him because he was a stockholder in a land-grab adjacent to our town. It is needless to recount the many devices used to obtain our votes. We expected the road, and when we found one of our citizens the lowest bidder, we expected that the road would progress without delay. It seems that honest John is so unsteady in his purposes that you were able to frighten him, and subject the road to further delay; or that his favorite friend did not obtain the contract, and it must again be manipulated. All who have tendered will be careful to study the revised specifications and notice how they differ from the first. It is possible that, under the later conditions, the work can be done for much less than under the first. We hear it stated that the Island members of the Government will not allow so much money to be expended in this District. Surely, in this case, honest John would resign, instead of holding the cup of Tantalus to our lips. He certainly is old enough to know that deception will make bitterer enemies than an open, straightforward course.

PADDY.

Granville, Dec. 18, 1883.

LICENSING COURT.

[From the Mainland Guardian.]

The Court met on Saturday, 15th inst. Present: his Worship the Mayor, and Magistrates W. N. Bole, James Cunningham, W. Clarkson, and G. Pittendrigh.

The application of the executors of the late Ebenezer Brown for a transfer of the saloon license to Mr. L. Bonson, was granted. Also the application for the transfer of the license of the "Merchants' Exchange" to James Punch. The license of the "Palace Hotel" was transferred from Mrs. Herring to John Rankin. On application, the interest of J. Stewart in the license of the "Gem Saloon" was transferred to James Cash.

The application of Job Batchelor for the transfer of license of the "Grotto Saloon" to A. McLeod, was postponed till next sitting of the Court. The application of John Ibbotson for a license to sell spirits, &c., in the Cleveland Hotel, was refused.

Court then adjourned till 1st February, 1884, at noon.

THE Indian whose body was found in the river, on Saturday night, had been working on board the boats and was missed by his companions. Search was made by them and the remains discovered near the lower end of the Syndicate wharf. His friends seemed to attribute his unfortunate end entirely to whiskey.—*Guardian.*

PORT MOODY LOTS.—The sales during the past week have been, for the most part, on Senator McInnes' property, which now appears to be the highest in favor. We were assured that the sales would aggregate over $20,000. The demand is steady and likely to increase as spring advances.—*Guardian.*

ENTERTAINMENT AT SURREY.—On Wednesday evening, January 2nd: A grand entertainment consisting of supper, speaking and music followed by a dance will be given by the Langley Orange Lodge in the town Hall Surrey. The public are generally invited, tickets $1,00 a couple, no pains will be spared in furnishing a pleasing program.

Some of the conclusions of science would indeed be appalling but for their practical harmlessness. Thus geologists assert that if the continents and the bottom of the ocean were graded down to a uniform level the whole world would be covered with water a mile deep, so much greater is the depression of the ocean bed than the elevation of the existing land.

THE REVENGE OF VICTOR HUGO'S CABMAN.

The story of Victor Hugo's cabman shows once more how impossible it is to have great artists without incompetent amateurs—natural followers—in their train; and how poets produce inevitable swarms of poetasters. Victor Hugo's cabman is devoted to "the master." His great ambition is to drive "the master" for nothing; and this, in spite of the bard's attempts to slip twenty-franc pieces into the hands of his admirer, he generally succeeds in doing. When at last the cabman was prevailed upon by a series of appeals to accept the proffered gold piece, he drove straight to the office of the *Rappel*, and there give it, in the name of the original donor, to the fund for the assistance of returned political convicts. Finding it impossible to place his dealings with the Hugolatrous cabman on anything like a commercial basis, the poet asked him to dinner, and invited several literary friends to meet him. All went well until the dessert, when, terrible to relate, it appeared that the honored guest was a poet in disguise. He, also, was visited at times by the divine afflatus, and he read to the affrighted company a quantity of doggerel which, obliged, as they were, to keep their countenances, caused them the acutest pain.—*St. James's Gazette.*

A NEW KIND OF DINNER PARTY.

Somebody ought to introduce into England a form of entertainment which has, we are told, been for some time in vogue in Paris—*diners en tete*. At these dinners—and the rule has been sometimes extended to dances —all the guests are bound to appear with their heads attired in some fancy costume. An old gentleman goes as a Doge of Venice or a Pope, a young lady as Marie Antoinette or an Incroyable. The choice of both ladies and gentlemen is unlimited, and as the disguise is of the head alone, the great expense of a complete fancy dress is avoided, while at the same time the opportunity for accurate imitation of antique types is increased through the much greater facility offered by prints and paintings which so often give only the head and bust. We commend the novelty to the country houses. In Paris the function is notified to the guests by the addition of the words "en tete" to the card of invitation.—*Pall Mall Gazette.*

LIGHTHOUSE IN BRITISH COLUMBIA.

The department received a letter from Mr Trutch, agent of the Dominion Government of British Columbia, respecting the large lighthouse being constructed on North Sandhead on the Fraser river. This lighthouse is being constructed out on the sands, and is so constructed that it can all be unscrewed and erected in another place. The reason for this is the uncertain character of the sandy foundation, and the fact that the channel outlet of the Fraser river has been steadily for this last two years shifting further southward, away from the spot where the lighthouse is in course of erection. Mr. Trutch gives an interesting account of the mechanical appliances brought into use to secure a solid foundation, and incidentally gives a good illustration of the difficulties encountered by the department in its effort to light the coasts and rivers of this Canada of ours.—*Ottawa cor. Toronto Mail.*

THE NEWS.—The debate in the French Chamber terminated in the Government being supported in their Chinese policy by an overwhelming majority....The Crown Prince of Germany was warmly received at Rome....An Irish informer has enlightened the British Government on all the true inwardness of Fenianism...The fellows who are "spilin' for a muss" in Manitoba, have become milder, and now contemplate the integrity of the Dominion with equanimity: a petition is to be sent to the Ottawa Parliament....The French have taken the town of Sontay, in Tonquin, but they have still to take the Citadel.... The contract for the sidewalk on Columbia street, in front of Lots 20 and 31, Block 13, to replace that burnt in the late fire, was awarded to Messrs. Stewart and Mackenzie, on Thursday last, and work commenced at once.

BRIEF ITEMS.—The Robt. Dunsmuir arrived yesterday, from Nanaimo. She brought a cargo of coal for H. Elliott, and some passengers....We are informed that a large billiard saloon and bar will be erected immediately for the proprietor of the late Colonial Hotel, on the site of the burned building....The steam schooner Grace left on Thursday on her return voyage....We are soon to have a minstrel entertainment.... Mr. C. N. Digby was appointed to the Stewardship of the Hospital.

TOUGH QUESTIONS FOR AN ENGLISH SCHOOLBOY.

In the interests of suffering humanity, as represented by boys of the tender age of 12 competing for scholarships at our public schools, permit me to lay before your reader some of the questions contained in an examination paper actually set during the present year at a public school of some standing.

General Intelligence.—Paper 1. Explain briefly the terms Democracy, Oligarchy, Plutocracy, Pessimist, Anacronism, Swedenborgian, Free Trade, Reciprocity, Jingoism, Verve.

2 Write the names of six of Sir W. Scott's novels, and give a brief account of some of them.

3. Contrast the action of a cow and a horse in rising from a recumbent posture, and of the chaffinch and blackbird in flying. Why do sheep often graze on their knees?

4. We read that the anchor lost by Columbus in his third voyage to the West has lately been dug up by a gentleman in his garden in the Island of Antigua. How could this be?

5. Mention some fact connected with each of the following names: Genseric, Mausolus, Diogenes, Michael Scott, Lord Bacon, Ravaillac, Strabo, Ivan the Terrible, Louise Michel.

6. Examine the value of the statements. (1.) That the sun shining on a fire in the grate puts it out. (2.) That a poker thrust into it makes it burn. (3.) That a poker placed over an expiring fire will revive it. (4.) That fire burns brighter in frosty weather.

7. What is a patent? Mention some useful patents. Can you have a patent for a book? What is a patent error?

8. Explain what is meant by crusted port. Al, old Dresden, alkaram, an heir-loom, nepotism, the survival of the fittest, abrasion of the cuticle.

9. If a shrivelled apple be placed under an air pump and the air exhausted the apple gets plump. Explain particularly how this occurs.

Most parents, I think, will agree with me that any criticism of this remarkable production is superfluous. The fault of it, from beginning to end, lies in the fact that it demands from a boy of 12 an amount of observation and experience utterly unnatural at his age. For special absurdity in this direction, perhaps, questions 1 and 8 will carry off the palm. Question 8 in particular, would suggest to a tutor whose hard fate it is to prepare boys for such an examination the use of "Druitt on Wines" as a text book. If a boy of 12 can reasonably be expected to say what "crusted port" is, he may, with equal propriety, be called upon to "distinguish between a dry and a fruity wine," and to tell us "what is meant by wine being corked."—*London Standard.*

No other medicine has won for itself such universal approbation in its own city, state, and country, and among all people, as Ayer's Sarsaparilla. It is the best combination of vegetable blood purifiers, with the Iodide of Potassium and Iron, ever offered to the public.

THE SEBASTOPOL OF TO-DAY.

Twenty-eight times the earth has rolled around the sun since the last bomb burst over the "august city" of Sebastopol, and yet the ruins of houses, churches, and forts are as fresh and plentiful as if they had been made but yesterday. The least sea breeze raises the clouds of dust and sand, and the unhappy city stands a sad reproach to Russian neglect. And yet it is a holy place; There are the historical earthworks, and Malakoff hill saturated with Russian blood: There fought, suffered, and died, nay, marched to a sure death, hundreds of thousands of Russian soldiers. There is the historical grave of a legion of Russian heroes, but no proud mausoleum crown that tomb. It is covered with yellow grass, thistles, and heaps of dust. Alas! such a grave never suggests the thought, "In glorious death there is immortal glory." No, it rather says, "Nations, like men, are ungrateful."

During twenty-eight years our country has done nothing to assist in the resurrection of Sebastopol, and the authorities have seemed to thwart every sign of life there. Sebastopol is one of the best commercial ports in the world, but the Ministry of the Navy greedily sticks to every piece of land indispensable to the merchants: And so the Sebastopol of to-day is neither a commercial nor a naval port. Before the Crimean war there were in Sebastopol 50,000 inhabitants; and now it hardly counts a third of that number. Certainly, under the present circumstances, the Sebastopolians cannot rebuild their city with their own means.

Nature has made Sebastopol and the Crimea in general a real gem. Winter is not known there, and delicate semi-tropical fruits and the beautiful sea make it a most desirable resort for invalids and tourists. It is our Italy, or our Florida. But our countrymen are so accustomed to frost, snow, and ice that they do not appear to care at all for that semi-tropical paradise, the Crimea. In Sebastopol there is a small Cape called "the Cape of Free Contemplations." We wonder what thoughts are in the minds of our countrymen who visit that cape. In view of the ruins, of the dust and dirt of the "august city," of the forgotten grave of a hundred thousand heroes, of the rare natural forts not utilized, does it not occur to them that Russia is playing the part of a stepmother toward her bravest and most unfortunate child, Sebastopol?—*Novoe Vremia.*

A LEGAL DEFINITION OF A GLASS.

The vexed question of the lawfulness of selling beer or spirits by an undefined measure described as "a glass" appears to have been authoritatively settled in Scotland in favor of the seller. The report of the Board of Trade on weights and measures directs attention to a recent decision in what they call "the important case" of Craig agt. McPhee, heard at the Justiciary Court in Edinburgh, by which it was decided that sale by the glass—as three or sixpenny worth of whiskey—was not a sale by measure. Lord Young, in giving his decision, remarked that this was an important act, and that sale by weight or measure was well known and understood in the law. He held that a liquid, although sold in a vessel that contained it, and which therefore in that sense measured it, was not necessarily sold by measure, and that if a man asks for a glass he is in a sense buying by measure, but it is not by any known measure, local, customary, or imperial, but in reference to the vessel in which the thing is supplied to him for use. Lord Justice Clerk was also of opinion that this was a contract by price and not by measure.—*London Daily News.*

GENERAL NEWS.

Mrs. Bossenberger of Berlin. Ont., aged twenty-five years, died recently from the effects of chloroform, administered by Dr. Mylius for the extraction of teeth.

Count Hedervary is gazetted as Ban of Croatia, in place of Gen. von Ramberg, the military commander, who has completely restored order in the disaffected districts.

A ukase has been published at St. Petersburg ordering the issue of six per cent. gold rentes to the amount of 50,000,000 roubles at 98, redeemable at the option of the Government after ten years.

The Lower House of the Hungarian Diet has passed a bill permitting civil marriages between Jews and Christians, and legalizing civil marriages contracted in foreign countries.

A few days ago a London clerk slipped on a piece of orange peel, broke his leg, was sent to hospital, became delirious, and died within 24 hours, presumably from shock to the system.

It is reported in Montreal that amicable relations between the two great rival railways have been restored, and that the syndicate of Grand Trunk supporters in England will absorb a large portion of the Canadian Pacific stock.

The conference of the delegates of the Australian Legislature to consider the question of the annexation of the New Hebrides, New Guinea, and other South Sea islands to the Australian Government has opened its sessions in Sydney, N. S. W.

The French Senate has adopted a bill allowing the reduction of the gold standard of watches for exportation to 14 carats. The standard of gold is exceptionally high in France.

A Paris paper deplores that 385 hectolitres of German beer were drunk in Paris last year. But on the other hand, did not France avenge herself in the French wine which went down Teutonic throats?

Prince Bismarck has now ordered all the publications of the Imperial Statistical office to be printed in German type. These are much circulated in other countries, and the order causes great annoyance.

The new Lord Mayor, Fowler, is of good birth and education, a college graduate, and is much travelled. He is partner in Fowler, Dimsdale & Co. a London banking house, founded by Baron Dimsdale, a physician, who went to Russia to inoculate the Empress Catherine, and whom she loaded with money and honors.

There is, it seems, to be un umbrella that cannot be stolen. A genius has invented a detachable handle, upon withdrawing which the ribs are automatically locked. Replacing it unlocks them. No two handles fit the same umbrella.

The great object of the French Protestants during the present century has been to avoid conflicts with the Roman Catholics. Many remarkable men have arisen from the Protestant sects to high positions in political life. M. Guizot was a protestant, and M. Ferry, M. Leon Say, Baron Haussmann, Senators Hebrard, Wallon, and Scherer are of the same faith. One of Marshal MacMahon's Cabinets contained three Protestants

The reception tendered to the Greek orthodox Patriarch of Jerusalem, at Constantinople, is regarded in Rome as a great loss to the Roman Catholics in the Holy Land. Patriarch Nicodeme is a Russian protege, and the Sultan, by granting him extraordinary honors, is supposed to indicate his willingness to favor Russia in Syria, in order to conteract French influence. France is the only nation that protects Roman Catholics there. Hence the fears of the latter.

Mrs. Burns Macdonald of Glencoe, a direct descendant of the chief of the clan who fell in 1692, has just erected a Celtic cross to mark the spot at Glencoe where the Macdonalds were slaughtered. It has hitherto been unmarked, strange to say.

At the last meeting of the Paris Academy of sciences it was stated that a person who for the past two years has been experimenting near Nice with sulpho-carbonates and sulphur as a remedy against phylloxera states that in five hectares of infected vines it is no longer possible to find phylloxera.

Port Moody Hotel

(LATE BONSON'S,)

Head of North Road, Port Moody.

JOHN S. WATKIS

BEGS TO INFORM HIS NUMEROUS friends that he has recently taken the above house, where he is prepared to do everything possible for the accommodation of guests.

THE TABLE is always sure to be supplied with all the delicacies of the season; the BEDS are of the most comfortable, and there is ample and comfortable STABLING on the premises.

☞ BOATS always obtainable on the harbor in front of the premises, by applying at the house.

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DRUG STORE!

NEW WESTMINSTER, B. C.

A. M. Herring,

WHOLESALE & RETAIL

DRUGGIST.

The Largest Stock in the City

—AT THE—

LOWEST PRICES

☞ NEXT DOOR TO BONSON'S.

Toys Toys

OF EVERY DESCRIPTION.

SELECTED FOR THIS MARKET BY A SPECIAL AGENT, AT

W. H. KEARY'S

PIONEER BOOKSELLER AND STATIONER,

COLUMBIA ST., NEW WESTMINSTER.

THE PORT MOODY AND NEW WESTMINSTER

TELEPHONE COMPANY.

LIST OF CHARGES

Rent of Telephone per month, including erection of wires	$5.00
For every message for every person not being a monthly tenant, and not exceeding twenty-five words	.25
Every additional ten words	.05
All deliveries within a half-mile radius of office	.15
Beyond the above distance, per mile	.25

The N. W. & P. M. Telephone Co. are prepared to erect private lines in New Westminster and Port Moody, or between these places, and to connect the same with the Central Telephone Office, if desired.

Parties wishing Telephones should apply to the undersigned.

CHARLES FOSTER,
Dec. 7, 1883. Sec'y-Treas.

BOOTS & SHOES

IN EVERY VARIETY

FROM

HEATHORN'S BOOT & SHOE MANUFACTORY,

VICTORIA,

AT VICTORIA PRICES

R. THOMAS,

Under the new Oddfellows' Hall,
COLUMBIA STREET.

(ESTABLISHED 1862.)

FRED'K EICKHOFF

GENERAL DEALER IN

GROCERIES

PROVISIONS,

Dry Goods

CLOTHING

BOOTS & SHOES,

&c., &c.

Of First-Class Quality,

AND AT

Moderate Rates.

Corner of Front and Begbie Streets,

NEW WESTMINSTER.

GO TO THE

San Francisco

BOOT & SHOE STORE!

AND GET YOUR MONEY'S WORTH!

BOOTS & SHOES

(From an Infant's Shoe up to a Man's Boot

MADE TO ORDER.

Repairing Neatly Executed.

Highest Market Price paid for HIDES.

JAMES ROUSSEAU,

COLUMBIA STREET, OPP. BANK OF B. C.

King Charles of Roumania shows no signs of his German birth. He is slim and of average height, of brown complexion, his hair and beard dark, his eye calm and resolute, his voice sonorous and even, and his speech both quick and precise. He speaks solely in French. On his accession fifteen years ago, Roumania had an army of 30,000 men on paper; to-day she has 120,000 men who do not exist on paper alone, but fight well, are well equipped, well officered, and constantly kept in trim.

"A friend of mine," says Labouchere in the London *Truth*, "who was recently in St. Petersburg, and who had, when there, a good opportunity to look behind the scenes, tells me that the present Emperor is an obstinate, pig-headed fool, incredibly ignorant, and that unless he is pushed forward by his *entourage*, he is not likely to disturb the peace of the world by any grandiose schemes of foreign conquest. 'Will he,' I asked, 'give his subjects some sort of Constitution?' He is too great a fool,' my friend replied; 'he will continue to do one day what he did the previous day.'"

In a report just made by the Anthropometric Committee of the British Association on the stature, weight, chest girth and strength of 8,585 adult males, from 23 to 50, of the population of Great Britain and Ireland, arranged according to place of birth. In height the Scotch stand first, 68.61 inches; the Irish second, 67.90 inches; the English third, 67.36 inches, and the Welsh last, 66.66 inches. In weight the Scotch are first, 165.3 lbs; the Welsh second, 158.3 lbs; the English third, 155 lbs, and the Irish last, 154.1 lbs.

The Earl of Devon, who owns a large estate in southern Ireland, offers to sell out to his tenantry. For such part of the purchase money as they are unable to pay, by borrowing from Government under the act to assist tenants to buy their holdings, he proposes that they should pay him four per cent. until they can pay it off, he, of course, having a lien on their farms until that is done. The tenants are of a superior order, the estate has been excellently managed for the last 50 years, and the relations between landlord and tenant continue to be most satisfactory.

Some investigations by M. Thanneur show that South America is rich in woods for engineering purposes. The yandubay is exceedingly hard and durable; the couroupay is also very hard and rich in tannin. The quebracho is, however, more interesting than any, and grows abundantly in the forests of La Plata and Brazil. It resembles oak in the trunk, and is used for railway sleepers, telegraph poles, piles, and so on. It is heavier than water, its specific gravity varying between 1.203 and 1.333. The color at first is reddish, like mahogany, but grows darker with time. Being rich in tannin, it is employed in tanning leather in Brazil, and has recently been introduced for that purpose into France. A mixture of one-third of quebracho and two-thirds of ordinary tan gives good results.

One of the Austrian Archdukes lately delivered a public lecture, an occurrence unprecedented in Austrian history. The lecturer was the Archduke Johann Salvator, who addressed an army of over thirteen hundred army officers and guests, including all the military attaches at present residing in Vienna. The subject was military discipline, and the central idea of the speech was a protest against overdrill, which makes the soldier an idiotic machine. On the contrary, we were to educate him, and educate his moral faculties, abolishing the worship of mere forms, which turns an army into a collection of hypocrites, who simulate obedience, and whose will is broken artificially until they are unfit for judgment in case of need. The lecture was full of sarcastic remarks on the Prussian method of drill, which is still maintained to please the Emperor William, alongside of a rational education which neutralizes it. The lecture, which created a sensation, will be printed.

A curious scene occurred lately at St. George's, Hanover square, London. A couple were about to be united in the bonds of holy matrimony; but as the lady had been a defendant in a divorce suit, the rector was opposed to the marriage, entertaining conscientious scruples on the subject. The groom had therefore secured the services of another clergyman, the breadth of whose ideas on the marriage question is well known. He was present, and all promised to go smoothly, when obstacles suddenly presented themselves, owing to the fact that permission had neither been asked nor obtained from the rector of the church. When the gentleman who desired to officiate made his appearance, the loan of a surplice was denied him, but some one overcame that difficulty by rushing out and buying one. But the troubles did not end here, for two stalwart curates resolutely barred the passage of the reverend gentleman, preventing his entering the church, where the bride was anxiously awaiting her swain. Eventually the contest was abandoned, and the wedding party retired from the scene of action, the unwedded bride being taken away in a fainting condition.

The latest advertising dodge is practised by a medicine company which is doing a big business in some of the villages of New Jersey. Its traveling capital consists of a showy wagon, some make-believe Indians, and a lot of kettles and other cooking apparatus. An encampment is formed on a suburban lot, where the Indians give a sort of circus performance with aboriginal dances and unintelligible songs. Then, in full view of the great crowd which has gathered, they prepare the medicine. A fire is built, over which is hung a large kettle. Into the kettle they throw herbs and roots. While the fire burns and the kettle boils they dance around it with incantations, each Indian taking turns at violently stirring the contents of the kettle. All this is to show the crowd that the medicine is honestly made, and that it contains no noxious ingredient. When the mess is sufficiently stewed they strain and bottle it, after which they sell it to the happy bystanders at a dollar a bottle. As the principal cost is the expense of keeping up the show and traveling from place to place, the profits are large. It is a common thing for the sales to amount to $100 or even $150 on a fair evening.

The electric light bids fair to be the light of the immediate future in English country houses, according to the London *World*. Lord Salisbury, who is of an experimental and scientific turn of mind, was the first to use it in a country house. That was four or five years ago. Then the Duke of Sutherland followed the example at Trentham, and now Lord Thurlow is lighting Dunpail House by electricity. Not only are the house, the offices, and the home farm to be thus lighted, but several of the mills on Lord Thurlow's Morayshire estate are to be worked by electricity,

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A Roman correspondent writes that the death of Mgr. Folicaldi, Dean of St. Peter's Chapel, Rome, is believed to have been hastened by the scrapes of his nephew, in the Pope's Guards, who had lost heavily at cards, and ran away from Rome to avoid his creditors. These appealed to Monsignore, who paid as long as he could, but had to come to a full stop at last. The creditors then addressed themselves to the Vatican, thinking to be paid out of the Guard's pay. But Leo XIII, disbanded the Guard instead, and thus settled the question once and for ever. Poor Mgr. Folicaldi could not get over the blow.

The "wishbone" wedding has become the correct thing. The couple stand beneath a floral wishbone. After the ceremony the bride and groom are given the wishbone to pull. The tug results in a break somewhere, and whoever holds the long piece is absolved *from getting up to build fires in the* morning.

The *Gazette Hebdomadaire* publishes the results of a series of investigations, continued for eight years, into the composition of the Paris atmosphere. It was found to hold in suspension cotton, hemp, wool, hair, down, pollen, starch, particles of skin, carbon, various salts, iron, dead insects, ova of infusoria and especially spores of crypotgams and bacteria.

Such alarming tales have been told of the beverage made from raisins and sold as the juice of the grape, that it is consolatory to learn that the wine made from the raisins is by no means injurious to health. The writer of an article entitled "What to Drink," in the *Republique Francaise*, states that most of the houses which make this wine get their fruit direct from the Grecian Archipelago or Asia Minor in bags of about 130 pounds weight. The fruit is placed in large wooden tubs, holding about 500 gallons, together with water heated by steam pipes. The fermentation commences almost as rapidly as with fresh fruit, and lasts from eight to ten days. It is then pumped out into vats. At this stage of the process it is of a light color like Moselle; and a good deal of it is sent into the French departments of *the Meurthe and the Vosges*, where, after having simply been filtered, it is sold as the wine of the country. At the next stage of manufacture it is passed through a closely woven cloth to free it from impurities, and a little alcohol is added. It then colored with some harmless preparation, the one most used being made from the lees of fresh grapes. It can be sold wholesale for from $3 to $4 the 22½ gallons.

The patriotic determination of the Berlin dames to eschew French millinery forms the subject of an amusing article in *La France*. The writer, M. Marins Vachou, recounts an anecdote of an exalted German lady who invested in an expensive costume in which to appear on an occasion of state. Her appearance, to her exceeding delight, created a greater sensation than that of the Empress. As long as the company gazed on her with wonderment she felt happy, but when this expression was succeeded by one of general amusement she began to have misgivings. Finally some laugter was openly indulged in, and the gentlemen when she drew near evinced an excessive interest in the pattern of the wall paper. Maddened by this treatment, she flounced out of the room and drove direct to the milliner to ask if anything was wrong with her attire. The *couturiere* no sooner saw her distinguished customer than she burst into an uncontrollable fit of laughter. "What, you too?" said the lady, wild with rage. "Pardon me, madam," said the milliner; "it is too much. I do not wonder at their laughing; you have put on your dress the wrong way. You have put the pouf in front."

The manners of the Prussian officer on parade leaves much to be desired. But it is seldom indeed that one hears of such language being used to soldiers and officers as was addressed the other day to the battalion which seems to constitute the entire military force of the Oldenburg Grand Duchy. Major Steinmann of the Prussian army had been sent to inspect the Oldenburg troops, and probably had been instructed to do his best toward bringing them up to the Prussian level. After reviewing the four companies, and finding the men deficient in smartness he called them "Oldenburg oxen." This insult went to the hearts of the Oldenburgers. The four Captains commanding the four companies comprised in the Oldenburg battalion waited upon the inspector and severally called him to account for his offensive words. when from each of the four Major Steinmann accepted a challenge. In the first encounter he wounded his man, on which the people rose in insurrection, and, rushing to the Major's house, attacked it and wrecked his property, so that to repress the riot the very troops who had been insulted had to be called out. In the second duel Major Steinmann was himself wounded in the shoulder; and, according to the latest news, he will, as soon as convalescent, be recalled to Berlin,

New Fall Goods

——JUST RECEIVED AT——

JAS. ELLARD & CO.'S

Specially Selected by Mr. Harvey while in EUROPE,

——CONSISTING OF——

DRESS GOODS!

ALL WOOL PLAIDS, BEIGES, FRENCH SERGES, OTTOMAN MERVELEUX, FANCY PLAID CASHMERES, VELVET & VELVETEENS, IN ALL COLORS AND STYLES.

New Neck-wear, COLLARS AND CUFFS, KNITTINGS AND RUCHES IN ALL SHADES, SILK AND CHENILLE SCARFS AND SQUARES. APRONS, A GREAT VARIETY.

NEW STYLES TABLE COVERS, ANTIMACASSARS AND TOILETS LACE AND NET CURTAINS. QUILTS, DOWNS, ETC. **NEW STYLES**

Ladies and children's Brocaded Silk, Ottoman Cloth and German Curl Dolmans, Ulsters and Jackets, the Latest Fashions for this Fall and Winter.

ALL STYLES IN LADIES' AND CHILDREN'S FUR, FELT, FEATHER-EDGE AND STRAW

HATS AND BONNETS

A SPLENDID ASSORTMENT OF INFANTS' WOOLLEN JACKETS, PELISSE HATS, BONNETS, HOSE, GAITERS, ETC.

A Full Stock of Flowers, Feathers, Hat Ornaments Beads,

Millinery Trimmings.

LACES MALTESE, SPANISH, HONITON, AND BRETONNE LACES, IN ALL COLORS. **LACES**

A Full Line of Men's and Boy's Clothing, Shirts, Collars, Neckties, Hosiery, Etc.

VERY LARGE STOCK OF HEMP, KIDDERMINSTER, TAPESTRY & BRUSSELS

Carpets and Rugs!

FLOOR CLOTHS AT VERY LOW PRICES.

CALL AND EXAMINE OUR STOCK.

JAMES ELLARD & CO.,

Corner Mary and Columbia Streets, New Westminster.

Caledonia Hotel!

HEAD OF PORT MOODY.

R. B. KELLY, - - - - Proprietor.

THE PROPRIETOR OF THE ABOVE HOTEL takes pleasure in announcing that the House is now completed with every convenience for the traveling public. THE TABLES are well supplied with every article in season, and THE BAR is provided with a well-selected Stock of

LIQUORS AND CIGARS.

THE BEDS are well aired, and THE STABLING is extensive and the best of Feed always ready for Horses.

It may be well to remind visitors that this Hotel is within a few minutes walk of the Railway Wharf and Station, and just at the Terminus of the New Road, now in course of construction.

GUESTS may depend on receiving every attention and a hearty welcome from the undersigned, whose long experience is a guarantee of everything being comfortable and satisfactory.

J. T. SCOTT, Manager.

General Merchandise

Chas. McDonough

HAS AN EXTENSIVE STOCK OF

GROCERIES, CROCKERY, DRY GOODS, GLASSWARE, BOOTS & SHOES, HATS & CAPS

Men's & Boy's Suits

And a great variety of articles necessary for a household. He has 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. a12

Direct Importation

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E. BROWN,

BEGS to inform the residents of New Westminster and vicinity, that he is constantly receiving from Europe shipments of choice

WINES,

SPIRITS,

LIQUEURS,

ENGLISH ALES,

LONDON & DUBLIN STOUT,

Which he will supply

☞ **IN BOND *or* DUTY PAID** ☜

In quantities to suit purchasers.

LONDON MARKET.

W. B. TOWNSEND

HAVING, BY A LONG PERIOD IN THIS CITY, acquired a reputation for supplying the choicest quality of

BEEF, MUTTON, LAMB, PORK and SAUSAGES

Assures his customers and the public that he is always true to the position he has obtained, and supplies FAMILIES, HOTELS and STEAMBOATS promptly, at the lowest market rates.

☞ VEGETABLES FRESH EVERY DAY. ☜

HOLLOWAY'S PILLS

This Great Household Medicine ranks among the leading necessaries of Life.

These famous Pills purify the BLOOD and act most powerfully, yet soothingly, on the

LIVER, STOMACH, KIDNEYS

and BOWELS, giving tone, energy, and vigor to these great MAIN SPRINGS OF LIFE. They are constantly recommended as a never failing remedy in all cases where the constitution, from whatever cause, has become impaired or weakened. They are wonderfully efficacious in all ailments incidental to Females of all ages; and as a GENERAL FAMILY MEDICINE, are unsurpassed.

Its searching and Healing Properties are known throughout the World.

For the cure of BAD LEGS, Bad Breasts

Old Wounds, Sores and Ulcers,

it is an infallible remedy. If effectually rubbed on the neck and chest, as salt into meat, it Cures SORE THROAT, Bronchitis, Colds, Coughs, and even ASTHMA. For Glandular Swellings, Abscesses, Piles, Fistulas,

GOUT RHEUMATISM,

And every kind of SKIN DISEASE, it has never been known to fail.

The Pills and Ointment are Manufactured only at

533 OXFORD STREET LONDON

And are sold by all vendors of Medicines throughout the civilized world, with directions for use in almost every language.

The Trade Marks of these Medicines are registered in Ottawa. Hence, any one throughout the British Possessions who may keep the American Counterfeits for sale, will be prosecuted.

☞ Purchasers should look to the Label on the Pots and Boxes. If the address is not 533, Oxford Street, London, they are spurious.

NEW TIME TABLE

OF THE

Canadian Pacific Navigation Co

(LIMITED)

To Take Effect Oct. 20th, 1883.

Leave VICTORIA for NEW WESTMINSTER, TUESDAYS and FRIDAYS, at 7 a. m.

Leave NEW WESTMINSTER for VICTORIA, WEDNESDAYS & SATURDAYS, 7 a. m.

Leave NEW WESTMINSTER for YALE on WEDNESDAYS & SATURDAYS, 7 a. m.; THURSDAYS & SUNDAYS, 5 a. m.

Leave YALE for NEW WESTMINSTER, on MONDAYS, 10 a. m.; TUESDAYS, 5 a. m.; FRIDAYS, 5 a. m.; SATURDAYS, 5 a. m.

C. P. N. Co. reserve the right to alter this time table at any time.

T. L. BRIGGS,
o20 Agent.

Office of the Contractors

CANADIAN

PACIFIC RAILWAY.

YALE, March 1st, 1882.

New Schedule of Wages

—FOR—

WHITE LABOR,

—ON THE—

CANADIAN PACIFIC RAILWAY

In British Columbia.

Overseers	$125	₱ month
Rock Foremen	$3 to $4	₱ day
Earth Foremen	$2 50 to $3	"
Bridge Foremen	$3 50 to $5	"
Bridge Carpenters (1st class)	$3 50	"
do do (2d class)	$3	"
Masons	$2 50 to $3 50	"
Stonecutters	$3 to $3 50	"
Blacksmiths (1st class)	$3 50	"
do (2d class)	$3	"
Drillers	$2 to $2 25	"
Laborers	$1 57 to $2	"
Hewers	$3 50	"
Choppers	$2 to $2 20	"

All outside labor 10 hours per day.

All carpenters to furnish their own chest tools.

All employés to find themselves bed, board and lodging.

Boarding Houses will be convenient along the line.

Board $4 per week.

It will not be compulsory for employés to board in the Company's houses.

Wages will be paid monthly on the 10th of each month.

A. ONDERDONK,
mh14 General Manager

TIRED OUT. The distressing feeling of weariness, of exhaustion without effort, which makes life a burden to so many people, is due to the fact that the blood is poor, and the vitality consequently feeble. If you are suffering from such feelings,

Ayer's Sarsaparilla

is just what you need, and will do you inestimable good.

No other preparation so concentrates and combines blood-purifying, vitalizing, enriching, and invigorating qualities as AYER'S SARSAPARILLA.

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists; $1, six bottles for $5.