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Port Moody Gazette.

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THE STEAM EXCURSION.

(Continued.)

'Here she is, by Jove!" said the delighted Percy, as they ran alongside the "Endeavor."

"Hold hard!" cried the steward over the side, and Mr. Percy Noakes jumped on board,

"Hope you will find everything as you wished, sir. She looks uncommon well this morning."

"She does, indeed," replied the manager, in a state of ecstasy which it is impossible to describe. The deck was scrubbed, and the seats were scrubbed, and there was a bench for the band, and a place for dancing, and a pile of camp-stools, and an awning; and then, Mr. Percy Noakes bustled down below, and there were the pastrycook's men, and the steward's wife, laying out the dinner on two tables the whole length of the cabin; and then Mr. Percy Noakes took off his coat, and rushed backwards and forwards, doing nothing, but quite convinced he was assisting everybody; and the steward's wife laughed till she cried, and Mr. Percy Noakes panted with the violence of his exertions. And then, the bell at London Bridge wharf rang; and a Margate boat was just starting, and a Gravesend boat was just starting, and people shouted, and porters ran down the steps with luggage that would crush any men but porters; and sloping boards with bits of wood nailed on them, were placed between the outside boat and the inside boat, and the passengers ran along them, and looked like so many fowls coming out of an area; and then, the bell ceased, and the boards were taken away, and the boats started, and the whole scene was one of the most delightful bustle and confusion.

The time wore on; half-past eight o'clock arrived; the pastrycook's men went ashore; the dinner was completely laid out; and Mr. Percy Noakes locked the principal cabin, and put the key in his pocket, in order that it might be suddenly disclosed, in all its magnificence, to the eyes of the astonished company. The band came on board, and so did the wine.

Ten minutes to nine, and the committee embarked in a body. There was Mr. Hardy, in a blue jacket and waistcoat, white trousers, silk stockings, and pumps—in full aquatic costume, with a straw hat on his head, and an immense telescope under his arm; and there was the young gentleman with the green spectacles, with nankeen inexplicables, with a ditto waistcoat and bright buttons, like the picture of Paul—not the saint, but he of Virginia notoriety. The remainder of the committee, dressed in white hats, light jackets, waistcoats, and trousers looked something between waiters and West India planters.

Nine o'clock struck, and the company arrived in shoals. Mr. Samuel Briggs; Mrs. Briggs, and the Misses Briggs, made their appearance in a smart private wherry. The three guitars, in their respective dark-green cases, were carefully stowed away in the bottom of the boat, accompanied by two immense portfolios of music which it would take at least a week's incessant playing to get through! The Tauntons arrived at the same moment with more music, and a lion—a gentleman with a bass voice and an incipient red mustache The colors of the Taunton party were pink, those of the Briggs a light blue The Tauntons had artificial flowers in their bonnets; here the Briggses gained a decided advantage — they wore feathers.

"How d'ye do, dear!" said the Misses Briggs to the Misses Taunton. (The word "dear" among girls is frequently synonymous with "wretch.")

"Quite well, thank you, dear," replied the Misses Taunton to the Misses Briggs; and then there was such a kissing, and congratulating, and shaking of hands, as might have induced one to suppose that the two families were the best friend in the world, instead of each wishing the other overboard, as they most sincerely did.

Mr. Percy Noakes received the visitors, and bowed to the strange gentleman as if he should like to know who he was. This was just what Mrs. Taunton wanted. Here was an opportunity to astonish the Briggses.

"Oh! I beg your pardon," said the general of the Taunton party, with a careless air. "Captain Helves—Mr. Percy Noakes—Mrs. Briggs—Captain Helves.

Mr. Percy Noakes bowed very low; the gallant captain did the same with all due ferocity, and the Briggses were clearly overcome.

"Our friend, Mr. Wizzle, being unfortunately prevented from coming," resumed Mrs. Taunton, "I did myself the pleasure of bringing the captain, whose musical talents I knew would be a great acquisition."

"In the name of the committee I have to thank you for doing so, and to offer you welcome sir," replied Percy. (Here the scraping was renewed.) "But pray be seated—won't you walk at!! Captain, will you conduct Miss Taunton!—Miss Briggs, will you allow me?"

"Where could they have picked up that military man!" inquired Mrs. Briggs of Miss Kate Briggs, as they followed the little party.

"I can't imagine," replied Miss Kate bursting with vexation; for the very fierce air with which the gallant captain regarded the company, had impressed her with a high sense of his importance

Boat after boat came alongside, and guest after guest arrived. The invites had been excellently arranged; Mr. Percy Noakes having considered it as important that the number of young men should exactly tally with that of the young ladies, as that the quantity of knives on board should be in precise proportion to the forks.

"Now, is every one on board?" inquired Mr. Percy Noakes. The committee (who, with their bits of blue ribbon, looked as if they were all going to be bled) bustled about to ascertain the fact, and reported that they might safely start.

"Go on!" cried the masters of the boat from the top of one of the paddle-boxes.

"Go on!" echoed the boy, who was stationed over the hatchway to pass the directions down the engineer; and away went the vessel with that agreeable noise which is peculiar to steamers, and which is composed of a mixture of creaking, gushing, clanging, and snorting.

"Hoi-oi-oi-oi-oi oi o-i-i-i!" shouted half a dozen voices from a boat a quarter of a mile astern.

"Ease her!" cried the captain; "do these people belong to us, sir?"

"Noakes," exclaimed Hardy, who had been looking at every object, far and near, through the large telescope, "it's the Fleetwoods and the Wakefields—and two children with them, by Jove!"

"What a shame to bring children!" said everybody; "how very inconsiderate!"

"I say, it would be a good joke to pretend not to see 'em, wouldn't it?' suggested Hardy, to the immense delight of the company generally. A council of war was hastily held, and it was resolved that the new-comers should be taken on board, on Mr. Hardy's solemnly pledging himself to tease the children during the whole of the day.

"Stop her!" cried the captain.

"Stop her!' repeated the boy, whizz went the steam, and all the young ladies as in duty bound, screamed in concert. They were only appeased by the assurance of the martial Helves, that the escape of steam consequent on stopping a vessel was seldom attended with any great loss of human life.

Two men ran to the side; and after some shouting, and swearing, and angling for the wherry with a boat-hook, Mr. Fleetwood, and Mrs. Fleetwood, and Master Fleetwood, and Mr. Wakefield, and Mrs. Wakefield, and Miss Wakefield, were safely deposited on the deck. The girl was about six years old, the boy about four; the former was dressed in a white frock, with a pink sash and a dog's-eared-looking little spencer; a straw bonnet and green veil, six inches by three and a half, the latter, was attired for the occasion in a nankeen frock, between the bottom of which, and the top of his plaid socks, a considerable portion of two small mottled legs was discernible. He had a light blue cap with a gold band and tassel on his head, and a damp piece of ginger-bread in his hand, with which he had slightly embossed his countenance.

The boat once more started off; the band played "Off she goes," the major part of the company conversed cheerfully in groups; and the old gentlemen walked up and down the deck in pairs, as perseveringly and gravely as if they were doing a match against time for an immense stake. They ran briskly down the Pool; the gentlemen pointed out the Docks, the Thames Police office and other elegant public edifices; and the young ladies exhibited a proper display of horror at the appearance of the coal-heavers. Mr. Hardy told stories to the married ladies, at which they laughed very much in their pocket handkerchiefs, and hit him on the knuckles with their fans, declaring him to be "a naughty man—a shocking creature"—and so forth; and Captain Helves gave slight descriptions of battles and duels, with a most bloodthirsty air, which made him the admiration of the women, and the envy of the men. Quadrilling commenced; Captain Helves danced one set with Miss Emily Taunton, and another set with Miss Sophia Taunton. Mrs. Taunton was in ecstasies. The victory appeared to be complete, but alas! the inconstancy of man! Having performed this necessary duty, he attached himself solely to Miss Julia Briggs, with whom he danced no less than three sets consecutively, and from whose side he evinced no intention of stirring for the remainder of the day.

Mr. Hardy, having played one or two very brilliant fantasias on the Jews' harp, and having frequently repeated the exquisitely amusing joke of slyly chalking a large cross on the back of some member of the committee, Mr. Percy Noakes expressed his hope that some of their musical friends would oblige the company by a display of their abilities.

"Perhaps" he said in a very insinuating manner, "Captain Helves will oblige us!" Mrs. Taunton's countenance lighted up, for the captain only sang duets, and couldn't sing them with anybody but one of her daughters.

"Really," said that warlike individual "I should be very happy, but——"

"Oh! pray do," cried all the young ladies.

"Miss Sophia have you any objection to join in a duet?"

"Oh! not the slightest," returned the young lady, in a tone which clearly showed she had the greatest possible objection

"Shall I accompany you, dear?" inquired one of the Miss Briggses, with the bland intention of spoiling the effect.

"Very much obliged to you, Miss Briggs," sharply retorted Mrs. Taunton, who saw through the maneuver; 'my daughters always sing without accompaniments."

'And without voices," tittered Mrs. Briggs, in a low tone.

"Perhaps," said Mrs. Taunton, reddening, for she guessed the tenor of the observation, though she had not heard it clearly—"perhaps it would be as well for some people, if their voices were not quite so audible as they are to other people."

"And, perhaps, if gentlemen who are kid napped to pay attention to some persons' daughters, had not sufficient discernment to pay attention to other persons' daughters," returned Mrs. Briggs, "some persons would not be so ready to display that ill-temper which, thank God, distinguishes them from other persons."

"Persons!" ejaculated Mrs. Taunton.

"Persons," replied Mrs. Briggs.

"Insolence!"

"Creature!'

"Hush! hush!" interrupted Mr. Percy Noakes, who was one of the very few by whom this dialogue had been overheard. "Hush!—pray, silence for the duet."

After a great deal of preparatory crowing and humming, the captain began the following duet from the opera of "Paul and Virginia," in that grunting tone in which a man gets down, Heaven knows where, without the remotest chance of ever getting up again. This, in private circles, is frequently designated "a bass voice."

"See [sang the captain] from o—ce—an ri—sing
Bright flames th' or—b o'd—ay.
From you gro—ove, the varied so—ongs ——"

Here the singer was interrupted by various cries of the most dreadful description, proceeding from some grove in the immediate vicinity of the starboard paddle box.

"My child!" screamed Mrs. Fleetwood. "My child! it is his voice—I know it."

Mr. Fleetwood, accompanied by several gentlemen, here rushed to the quarter from whence the noise proceeded, and an exclamation of horror burst from the company; the general impression being, that the little innocent had either got his head in the water, or his legs in the machinery.

'What is the matter?" shouted the agonized father, as he returned with the child in his arms.

"Oh! oh! oh!" screamed the small sufferer again.

"What is the matter, dear?" inquired the father, once more—hastily stripping off the nankeen frock, for the purpose of ascertaining whether the child had one bone which was not smashed to pieces.

"Oh oh!—I'm so frightened!"

"What at, dear!—what at?" said the mother, soothing the sweet infant.

"Oh! he's been making such dreadful faces at me," cried the boy, relapsing into convulsions at the bare recollection.

"He! — who?" cried everybody, crowding round him.

"Oh!—him" replied the child, pointing at Hardy, who affected to be the most concerned of the whole group.

The real state of the case at once flashed upon the minds of all present, with the exception of the Fleetwoods and the wakefields. The facetious Hardy, in fulfillment of his promise had watched the child to a remote part of the vessel, and, suddenly appearing before him with the most awful contortions of visage, had produced his paroxysm of terror. Of course, he now observed that it was hardly necessary for him to deny the accusation and the unfortunate little victim was accordingly led below, after receiving sundry thumps on the head from both his parents, for having the wickedness to tell a story.

This little interruption having been adjusted, the captain resumed, and Miss Emily chimed in in due course. The duet was loudly applauded and, certainly, the perfect independence of the parties deserved great commendation. Miss Emily sung her part, without the slightest reference to the captain; and the captain sung so loud, that he had not the slightest idea what was being done by his partner. After having gone through the last few eighteen or nineteen bars by himself, therefore, he acknowledged the plaudits of the circle with that air of self denial which men usually assume when they think they have done something to astonish the company.

"Now," said Mr. Percy Noakes, who had just ascended from the fore-cabin where he had been busily engaged in decanting the wine, "if the Misses Briggs will oblige us with something before dinner, I am sure we shall be very much delighted."

One of those hums of admiration followed the suggestion, which one frequently hears in society, when nobody has the most distant notion what he is expressing his approval of. The three Misses Briggs looked modestly at their mamma, and the mamma looked approvingly at her daughters, and Mrs. Taunton looked scornfully at all of them. The Misses Briggs, asked for their guitars, and several gentlemen seriously damaged the cases in their anxiety to present them. Then, there was a very interesting production of three little keys for the aforesaid cases, and a melodramatic expression of horror at finding a string broken; and vast deal of screwing and tightening, and winding and turning, during which Mrs. Briggs expatiated to those near her on the immense difficulty of playing a guitar, and hinted at the wondrous proficiency of her daughters in that mystic art. Mrs. Taunton whispered to a neighbor that it was "quite sickening!" and the Misses Taunton looked as if they knew how to play, but disdained to do so.

At length, the Misses Briggs began in earnest. It was a new Spanish composition, for three voices and three guitars. The effect was electrical. All eyes were turned upon the captain, who was reported to have once passed through Spain with his regiment, and who must be well acquainted with the national music. He was in raptures. This was sufficient; the trio was encored; the applause was universal; and never had the Tauntons suffered such a complete defeat.

"Bravo! bravo!" ejaculated the captain;—"bravo!"

"Pretty! isn't it sir!" inquired Mr. Samuel Briggs, with the air of a self-satisfied showman. By the bye, these were the first words he had been heard to utter since he left Boswell Court the evening before.

"De—lightful!" returned the captain with a flourish, and military cough;—"de-lightful!"

"Sweet instrument!" said an old gentleman with a bald head, who had been trying all the morning to look through a telescope, inside the glass of which Mr. Hardy had fixed a large black wafer.

"Did you ever hear a Portuguese tamborine?" inquired that jocular individual.

"Did *you* ever hear a tom-tom, sir?" sternly inquired the captain, who lost no opportunity of showing off his travels, real or pretend.

"A what?" asked Hardy, rather taken aback.

"A tom tom."

"Never!"

"Nor a gum-gum?"

"Never!"

"What is a gum gum?' eagerly inquired several young ladies.

"When I was in the East Indies," replied the captain. (Here was a discovery—he had been in the East Indies!)—"when I was in the East Indies, I was once stopping, a few thousand miles up the country, on a visit at the house of a very particular friend of mine, Ram Chowdar Doss Azuph Al Bowlar—a devilish pleasant fellow. As we were enjoying our hookahs, one evening in the cool veranda in front of his villa, we were rather surprised by the sudden appearance of thirty-four of his Kit ma gars (for he had rather a large establishment there), accompanied by an equal number of Con-sumars, approaching the house with a threatening aspect, and beating a tom-tom. The Ram started up——"

"Who?" inquired the bald gentleman, intensely interested.

"The Ram—Ram Chowdar——"

"Oh!" said the gentleman, "I beg your pardon; pray go on."

"—Started up and drew a pistol. 'Helves,' said he, 'my boy,'—he always called me, my boy—'Helves,' said he, 'do you hear that tom-tom?' 'I do,' said I. His countenance, which before was pale, assumed a most frightful appearance; his whole visage was distorted, and his frame shaken by violent emotions. 'Do you see that gum gum?" said he. 'No.' said I, staring about me. 'You don't?' said he. 'No, I'll be damned if I do,' said I; 'and what's more I don't know what a gum-gum is,' said I. I really thought the Ram would have dropped. He drew me aside, and with an expression of agony I shall never forget, said in a low whisper ——"

"Dinner's on the table, ladies," interrupted the steward's wife.

"Will you allow me?" said the captain, immediately suiting the action to the word, and escorting Miss Julia Briggs to the cabin, with as much ease as if he had finished the story.

"What an extraordinary circumstance!" ejaculated the same old gentleman, preserving his listening attitude.

"What a traveller!" said the young ladies.

"What a singular name!" exclaimed the gentlemen, rather confused by the coolness of the whole affair.

"I wish he had finished the story," said an old lady. "I wonder what a gum-gum really is!"

"By Jove!' exclaimed Hardy, who until now had been lost in utter amazement, "I don't know what it may be in India, but in England I think a gum-gum has very much the same meaning as a hum-bug."

"How illiberal; how envious!' cried everybody, as they made for the cabin, fully impressed with a belief in the captain's amazing adventures. Helves was the sole lion for the remainder of the day—impudence and the marvelous are pretty sure passports to any society.

(To be Continued.)

Russian influence with the Porte has been increasing since Greece declared her intention to support England in the event of war with Russia. It is rumored that Musurus Pasha will be recalled from London. His son has already been recalled from Rome.

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The Port Moody Gazette.

SATURDAY, JUNE 6, 1885.

THE WEEK'S NEWS.

HOME.

On Monday evening the people enjoyed a triumph in New Westminster. Three or four of the city fathers who wished to serve a friend at the expense of the people made arrangements to pay a delegate to go to Ottawa. The people felt assured that the whole arrangement was intended for private purposes and they showed some spirit. A great many of them called on the Mayor and expressed their opinions in plain English. He advised the city fathers and they abandoned the scheme. Some body who hoped to go to Montreal at the public expense is sadly disappointed. He may go to purchase a stock of dry goods or hardware but he must pay his own expenses. The people escaped this time from those who believe they were born to live on the taxpayers.

Capt. Ainsworth the owner in fee of Kootenay is at the Driard hotel in Victoria; and of course he will wine and dine the three Responsible Ministers who gave him possession of a country as large as Ireland. It is a wonderful thing where three mice of the creation have the power to give away provinces. In Europe from such men as Robson, Smithe, Davie and Duck no one could expect any greater gift than a four penny bit; here—Holy Moses! it is amazing to see such worms imitating the ancient kings in giving; and the modern knaves in fobbing the fees. Robson & Co., did not give Kootenay as a free gift. Will they blush sitting before the captain taking his wine with hands soiled by—compensation?

Last week in New Westminster the town council paid $2,50 for burying "*the corpse of a dead dog*;" and the government agent who represents Robson & Co., refused to give two cents to bury the body of a dead man. The rulers of a Province in the Dominion are great curiosities. In the most barbarous nations provision is made to bury the bodies of those who left no funds; but here—oh! here barbarism is represented by nonentities and the people are satisfied. God help the people who have no brains. They were born to be slaves.

The "Columbian," published at New Westminster, says: "The Dominion Government is losing the immigrants who settle on Vancouver Island. The *honorable* John hopes to get a vote of thanks from the other side: he could not venture to say to Uncle Sam, "I helped to give you the Island;" but in his paper he gives a broad hint, and hopes to be rewarded.

At New Westminster on Wednesday in the district court Thos Levi was charged with selling whiskey to Indians. The magistrates admitted that there was a doubt of the man's guilt but they violated the old English maxim "the accused shall have the benefit of the doubt" and they fined him $50. The conviction will be quashed because the information is a bundle of blunders and directly opposed to legal form.

UNITED KINGDOM.

A special from St. Petersburg to London says: "Russia accepts the proposals of England and the whole question of boundaries in Asia will be settled in the most satisfactory manner. The main features of the work of delimitation have been finally fixed and the boundary commissioners appear to be on friendly terms."

A telegraph received in London from Calcutta on Tuesday last announces that the beautiful vale of Cas more described by Moore in Lella Rookh is shaking. On Sunday the first shock of earthquake was felt and continued for two days. Hundreds of persons were killed and half the city is a heap of ruins. The despatch maker says: "Several fine buildings that escaped injury have—large rents made in them." Every one who reads this will say "oh he's an Irishman." But why not say "he was educated in a public school?"

The crops all over the United Kingdom look healthy. The Mark Lane Express says: "If the harvest is favourable this years crop of wheat will be the finest we have had for many years. In Ireland the potatoe crop is luxurant and the spring wheat very good. Reports of the same sort from all parts of Scotland."

In his last despatch Lord Dufferin says: "India is able to defend herself against the aggressions of Russia. In a year, when our railway system is complete, we can mass an invincible army on the North West frontier."

It appears that Afghanistan is to be the battle field on which the fate of India must sooner or later be decided. The Russians will have railways to Bokhara and Merv; three railroads are in the course of construction in India, all of which may be used for the transportation of the troops to the border. The tables may be turned on Russia and in a few years our Indian armies may invade and conquer central Asia.

The "Times" in a leader published on Wednesday admits that Europe is opposed to British interests in Egypt. In the position there is enough to enforce the necessity of precaution if not to justify positive disquietude. But, says this worthy representative of public opinion—we are in possession and we are resolved to keep it." That is plain English and it deserves notice. Our diplomatists do not speak plainly; a great many of them appear to be more fitted for the drawing room than the council chamber. Plain English ought to be the language of the diplomacy.

By telegram from Paris to the "Times" on Tuesday the special correspondent says: "The labours of the Suez Canal commission will suffer the same fate as befell those of the London conference last summer."

Lord Cranbrook in the house of lords on Tuesday said: "A neutral zone consisting of an uncivilized country is useless and English statesmen will never admit that Afghanistan is a neutral zone." The "Times" applauds that declaration and says: "It is our duty to make the frontier of British India impregnable, and our frontier defences must be such that we can defend ourselves whatever happens to Afghanistan. Russia may tax as she pleases the resources of her vast empire, but if we use our power with wisdom and determination we can render futile and hopeless her most desperate efforts. Patient vigilance and unwearied energy must be used to guard our interests and maintain our rule in India."

A correspondent of the "Daily News" writing from Dongola gives the verbatim report of a courier who described the English to the Prophet. "They do not fight; they stand still and wait for us; and then they fire; when one of them is killed another takes him out of the way. Their dead are not mixed with the wounded. The Ingleese dont like fighting, but they stand firm and fire very quick. They have a long pole and a fellow climbs up and sees everything.

UNITED STATES.

At Binghampton in the State of New York on Monday George Axtel who was drunk in a saloon, pulled a revolver and tried to shoot a coloured waiter but happened to kill two white men and wounded three. After a desperate struggle the ruffian was arrested and will be tried. Fellows of this sort ought to be roasted alive on grid irons. Human dogs deserve no mercy. In this case there was no provocation, the colored waiter was polite but the pig headed white man was "dead drunk." Fifteen minutes on a red hot gridiron would serve him for ever.

"On Tuesday at Leavenworth Kansas Robt. Broddus who loved Jenny Wood shot Richard Jobson her other lover, and then Broddus shot himself." The men on this continent appear to be mere maggots; they have very little brains, and are influenced by the sun to love like rattlesnakes; the slightest accident will cause any of them to commit murder. The pocket pistol is a dangerous weapon in the hands of a coward or a cur.

A Presbyterian minister in New York says of the girls who practise the art of skating on rollers. "Poor butter flies you are going to hell on rollers." It appears that the female brain is completely bewitched when it has been moving for five minuters on the rollers and then the owner is only a big butterfly whizzing round and completely in the power of that vile spider on two legs described in natural history as—man. Poor fly! Happy spider.

The style of the Washington special is interesting. A correspondent of the New York "Tribune' says: A post master is appointed here every four minutes of daylight. When the practise is reduced to seconds the faithful will begin to experience happiness. "Four minutes make a long time between drinks."

Of American jurors "The Oregonian" says: The experience of courts in all parts of the country will show that ignorant or depraved jurors, even when free from bias in particular cases, are less likely to reach sound conclusions on evidence which they can comprehend than intelligent and moral men. If trial by jury is to be prevented from becoming more than a mockery of Justice—a positive menace to the social order—greater care must be taking to provide honest and capable jurors, and prevent lazy, listless loafers, the "professional jurors" from finding their way into court.

Police Sergeant Crowley, the ruffian who assaulted Maggie Morris in a New York theatre has been sentenced to seventeen years at hard labour. The prompt trial and conviction of this brute is due to the leading Journals of New York, they exposed the crime and the criminal and demanded justice. The daughter of a decent French tradesmen or artisan would not be allowed to go to any public place of amusement without a protector but in this free country every foolish little girl may do as she pleases and the result is sometimes shocking. The world is full of wolves like Crowley and therefore the sheep dog should keep a close watch over the lambs.

In Portland on Wednesday a Chinaman was seen on the streets begging for a meal. The fact is recorded in the Portland Journals as the most extraordinary occurrence. He is the first Chinaman that was ever practising the trade of a beggar in the capital of Oregon. With all his faults John has some good qualities. He is patient, prudent, and industrious. He is not a beggar.

THE BRANCH RAILWAY.

The recent disinclination of Honest John to say anything touching the half of the $75,000 promised by the Government, can only point to one conclusion: the money was promised, hoping it would be an additional inducement for the syndicate to make the line to Coal Harbor; as the syndicate have evidently given up that idea, and the money would be given to make a branch to Port Moody, our citizens may give up all hope of Government aid. Had our recommendation to issue bonds based on the security of the city squares, been adopted, the branch might have been in existence at this day. The idea of selling the squares was the pet scheme of a few of our city fossils, who thought they might secure a few of the lots at a low price; but the sale would have proved a failure, as a very small number of the lots would have found buyers. It is true that the city would have become responsible for the principal of the bonds (in case the branch turned out a white elephant), minus the proceeds of the squares when sold, and the ratepayers would have had to make good the interest in any case. But there would have been a better chance of the rail way paying had it been built twelve months ago than if built at the present time. What our citizens should do is to bestir themselves to secure the line to the boundary, and with that certain, the whole problem would be solved. The branch line would then pay without a doubt, as the passengers and freight to and from the United States passing over the Canadian Pacific Railway would give it full employment, and this city would then be the real terminus of the Canadian Pacific Railway, as also the most important city in the Province. We need hardly suggest that this would be opposed by all the the money and influence in Victoria; but notwithstanding all that, we can have the railway if we go the right way about it and get rid of the traitors in our midst who are aiding Victorians to hurt the scheme. The feeling on the Mainland is daily growing more averse to Island domination, and at the next general election not one Islander, nor one Mainlander, not firmly pledged to support Mainland interests, will be returned from this side of the Gulf of Georgia. The completion of the Southern railway would be an immense thing for the Mainland—not simply for this city, but for the whole of the country. People in the United States, finding that a few hours, or at most a day, would land them in New Westminster, would come here by shoals, bringing money and energy to help develop the country. Our mines would soon be opened, and every inch of our fertile valleys would soon be ready for the plough. Our city property would be increased a hundred per cent. in value, and the banks of the noble Fraser would soon be peopled with a large and busy population. But if we begin at the wrong end; if we build a branch that may become a burden on the ratepayers and discourage any further attempts at railway building, we should lose our opportunity forever. The future junction of the Northern Pacific and the Canadian Pacific railways would be constructed further up the river and our beautiful city left to mourn the chances it had lost. What our people must do is to prepare for the coming session, and by canvassing the votes in a proper manner, the necessary majority to pass the Southern Railway bill may be secured. Another struggle may be anticipated at Ottawa, but there also, by judicious management, the bill may be carried through. The clause in the Pacific railway bill about the twenty years is very much like the clauses in sundry Russian treaties—which are observed so long as they find it to their advantage to observe them, but set aside as soon as expediency demands their abolition. The Dominion Government would not be averse to the enormous increase in value of the lands in the railway belt, created by the construction of the Southern railwby, and the Canadian Pacific Railway company might be easily induced to see an immense advantage from increase of traffic by the connection. The Islanders will have their railway to Nanaimo, and they can hardly begrudge our short railway to the line, considering that we paid three million five hundred thousand acres towards the construction of the Island Railway. The chances are that the Mainland members will be able to see Mainland interests more clearly than heretofore; there are no more Kootenay bills, Settlement bills or Coal Harbor gifts to be passed, so that they will have time to look at home. We strongly urge the necessity of taking time by the forelock and securing the necessary support to pass the Southern railway bill, without delay. The iron is now hot and may be shaped to the necessary form if done at once. It will be the only salvation for this city and should unite every one in so grand a cause. With the inauguration of the Southern railway all our cares will be over and New Westminster will become the metropolis of British Columbia for all time.—*Guardian.*

DANCING PARTY—Geo. Thompson, Esq., gave a party at his residence Tuesday evening, for the benefit of the young people of our city. Mr. L. Odin furnished music from the violin, and Mrs. Carnahan, the Misses Odin, Clarke, and others, officiated at the organ, whilst the major portion tripped the light fantastic till a late hour, when the host spread a sumptuous repast, which was duly relished by all. The occasion was one of rare enjoyment.

OUR INDIANS.

By the term "our Indians," we mean the Indians of the various tribes who formerly came to this city for labor, and supplies when they were returning to their respective illihies. They belonged to a great number of tribes and made this city their rallying point; they brought here, their furs for sale; they came here with their cranberries; they came here for the fishing season; a number of them camped near the city and accepted any kind of rough labor, which they performed faithfully, for a moderate wage. One way or another they earned a great deal of money which they freely spent among our traders; not like the mongolians, hoarding up every dime until they have an opportunity to take it away from the country. The Indians are our wards, and we should look after and protect them, not only from themselves, but from the avarice and vicious habits of the disreputable whites. If we see anyone acting unjustly or attempting to impose upon them, it is our duty to throw the shield of the law over them, not to distort the law to rob and impoverish them. We are indebted to them for the lands we have appropriated in this country. If we insist upon supplanting their own primitive habits and crude modes of administering justice, by our own laws, we should at least give them something as good, and seek to invite their confidence by good example. We ask our readers how far are we doing what is right? Do we, by example and precept, show them the path of rectitude and morality? Do we even take care that the laws are justly administered where they are convicted, and that where it is necessary to take from them some of their hard-earned money, by way of punishment, it is fairly proportioned to the offence, and that no more is taken from them than they can pay, so as not to deprive them of the means of living? Our readers are all probably aware of the yearning for stimulant which is prevalent among Indians and half-breeds. It appears to be a sort of inherent weakness with them. To expect them to belong to Blue Ribbon clubs with the constant temptation before them—nay, they are absolutely chased and coaxed into buying liquor by unprincipled scamps, who know their failing and the readiness with which they will part with money to obtain the wherewithal to satisfy it. We have often thought with experienced gentlemen who know them well, that the Indian liquor law is a mistake, and is productive of more evil than good. The Indians can have all the liquor they want; they would, naturally, rather have good liquor than bad, but the law insists on their taking the bad liquor, which ruins them in body and mind, and then the poor wretches are punished for taking it. We are quite sure that, as a rule, the Indians about the cities could be as easily controlled as the white men, and, as a rule, would not drink to excess. The quantity given to them might be regulated by municipal laws, and the vendors made responsible when they gave an excessive quantity or impure liquor to Indians. But the special feature in our inequitable mode of treating the Indians, is the unjust and unreasonable fines that are imposed on them, by our magistrates. Not only do they inflict excessive punishment upon the Indians for their own faults, but also, for the offences committed by the vendors of the liquor, for the possession of which they are fined. There are cases where the Indians, from a high sense of honor, will not tell from whom they obtained the liquor. It would appear as if our magistrates looked upon such a case as an excellent opportunity for bringing grist to the municipal mill, and they usually measure the fine, not by the extent or enormity of the offence, but by the amamount of money which the Indian may have in his possesion or can obtain by any possible means. Thus, the Indian is punished for having a desire for whisky; next, for trying to satisfy that desire with wholesome liquor; then he is punished because he has a strong sense of honor and will not betray the man who sold the liquor to him. If there is anyone to be punished in the matter, it is certainly the person selling the whisky, and he should suffer all the heavy fines. There is not only reason but justice in this, because, although the liquor seller may think that the Indian is entitled to his liquor as long as he can pay for it, and that if he did not get good liquor he would take bad, still the publican must know the risk the unfortunate native is exposed to, in case of detection, and should decline to be a party to the in ustice inflicted upon him at our magistrates' court. The people of Victoria have shown much good sense in their treatment of the Indians by avoiding, as far as possible, inflicting punishment for the possession or use of liquor. The result—a most profitable one for them—is, that the great majority of the Indians who used to frequent this city, go down to Victoria to do their trading and spend their money. Our citizens should remember that this is still a small community, and that we require all the nourishment we can draw from any and every quarter, to foster our growth; and that if we, from any mistaken notions of justice or morality, drive away our friends and customers, we must submit to the consequences—poverty and contempt.

IT IS

Safe to Take

Ayer's Sarsaparilla, and those who use it are always ready to say a good word in its favor. Mrs. C. Johnson, 310 Hicks st., Brooklyn, N. Y., suffered greatly from debility, and says: "I did not think it was in the power of medicine to produce such a wonderful change as Ayer's Sarsaparilla has effected in my case. I feel that I have entered a new life." Mrs. E. R. Henry, 4th st., Lowell, Mass., writes: "For years I was badly afflicted with Salt Rheum in my hands. My physician advised me to try Ayer's Sarsaparilla. I did so. The result was perfectly satisfactory. I have more recently used it in my family with equally pleasing effect. It merits all that is claimed for it. As a blood purifier

Ayer's Sarsaparilla

has no equal."

IT IS

Sure to Cure

any disorder that arises from impure blood existing in the blood. Even when no particular disorder is felt, people live longer, and enjoy better health, by purifying the blood with Ayer's Sarsaparilla. John W. Starr, Laconia, Iowa, writes: "Ayer's Sarsaparilla is the best blood medicine of the day. I was troubled with scrofulous complaints for several years. I took only two bottles of Ayer's Sarsaparilla, and now feel like a new man." S. Pettinger, M. D., Glen Gardner, N. J., writes: "Ayer's Sarsaparilla is a most excellent alterative tonic, and in all cases where such a remedy is needed I prescribe it." Mrs. H. M. Thayer, Hillside st., Boston, Mass., writes: "Ayer's Sarsaparilla

Ayer's Sarsaparilla

is the best medicine I ever took."

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U. S. A.

For sale by all Druggists. Price $1; six bottles for $5.

PORT MOODY MARKET

Pioneer Market of Port Moody.

WHOLESALE AND RETAIL DEALERS IN FRESH AND SALT

FISH,

Vegetables, Fruit, Butter, Eggs, Poultry

General Shipping and Commission Merchants. Orders from Interior Promptly Attended to.

C. S. WINDSOR &

REMEMBER THE STAND—Two Doors West of the Caledonia Hotel.

CITY BAKERY

CLARKE STREET, - - - Port

THANKING THE PUBLIC for the patronage bestowed upon me since opening my Bakery, I beg to inform my friends that I am still prepared to meet the custom with all articles in my line at short notice, and on the most liberal terms, and respectfully solicit a continuance of their support

JAMES BR

NOTICE.

NOTICE IS HEREBY GIVEN that all persons are forbidden to trespass from any person or persons any longer interest in that certain scow now occupied by the undersigned and lying in the waters of Port Moody.

T. B. SP

Port Moody, B. C., April 17th,

Contractor & Build

E. KILBY

MURRAY STREET, - PORT

ESTIMATES by Mail, or otherwise furnished on the shortest notice.

Try the "Mainland"

MADE OF

The Best Havana To

WM. TIETJE

PROPRIETOR OF

The Mainland Fac

Columbia Street, New Westmin

Employs only white labor, and has received every encouragement since his factory, begs a continuance of the patronage.

NEW BAKERY

THE UNDERSIGNED begs to announce to the public that he has opened his new Bakery, and solicits a liberal share of the patronage of Port Moody and

LEE TI

jy17 Between Clarke & Mo

THE BURR

SAW MIL

All kinds of Rough and Dr

LUMBE

Furnished on short notice and most reasonable rates.

DOORS AND SAS

Kept constantly on hand.

PATRONIZE HOME INDUST

JOHN BURR - - Ma

PORT MOODY, B. C.

NOTICE

IS HEREBY GIVEN THAT I Spring is only half owner of the scow at Port Moody, as I own the other and said T. R. Spring has no auth sell said scow.

ALFRED WILL

For Sale or Exch

A FIRST-CLASS FRENCH 4 Wagon, in good order. Also of large, well-broken Oxen, with Chains. Will be sold a bargain, for or will be exchanged for good Milch

Apply to T. J. POGUE, Port M

Or to THIS O

CITY BREWERY.

R. RIESTERER,

HAVING PURCHASED THE ABOVE establishment, is now supplying many customers in the city with a first-class quality of

Lager Beer,

Which he furnishes in Kegs and Bottles at Victoria prices.

The Beer will be left at the houses of patrons free of charge.

Orders left with COON, THE DRUGGIST will be attended to at the same rates.

NOTICE.

WE HAVE MUCH PLEASURE IN informing the public that Mr. A. J. Hill, C.E., has become a member of our firm, which will in future be designated

HOWSE, HILL & RICKMAN.

HOWSE, HILL & RICKMAN beg to announce that they are now prepared to execute, with the utmost despatch, all business pertaining to

Civil Engineering,

(In all branches)

Architecture,

Surveying,

Real Estate

Brokerage,

Conveyancing,

Accounts, &c.

Plans, Specifications, and Estimates carefully prepared.

They have on hand, Lots in every part of the

TOWNSITE of PORT MOODY!

TOGETHER WITH

Town, Country, & Suburban Properties

Throughout the District of New Westminster

Most reliable information freely given.

All business intrusted to them will receive prompt attention.

Agents for CANADA LIFE, and GUARDIAN FIRE INSURANCE Co.'s.

OFFICES: Wise's Buildings, Front St., New Westminster. Lundbom's Buildings, Douglas Street, Port Moody. a18

The Port Moody Gazette

SATURDAY, JUNE 6, 1885.

C.P. Railway Time Table.

PORT MOODY.

Mixed train arrives Mondays, Wednesdays, and Fridays, 6:30 p. m., and leaves on Tuesdays, Thursdays, and Saturdays, at 5 a. m.

Passengers entering trains without tickets, at stations where tickets are sold, will be subject to an additional charge of 75 cents.

M. J. HANEY,
A. ONDERDONK, Gen'l Supt.
Gen'l Manager. je14

Mr. T. B. Spring has turned his attention to boat building, at which he is no amateur.

We note with pleasure that A. J. Armstrong is convalescing.

The last few days were characterized by remarkably high tides on Port Moody Bay.

Bishop Sillittoe returned from up country on 1st inst.

The long delay of the iron ships gives credence to the rumor that they have been captured by the Russians.

J. Cote Esq., formerly a stock raiser of Kamloops district, is a guest at the Elgin, and contemplates engaging in business here.

A large force of men are now employed in ballasting track and putting in the permanent switches above the terminus wharf.

Several more new houses have been commenced building since last issue; also lot clearing has continued with unabated vigor.

Messrs. Fales and Noon have completed several minor contracts, and are now vigorously engaged on the school house contract.

Constable Shennan moved his family from his residence near the North Road up into the main part of the city this week.

A consignment of lumber for the school house arrived per steamer from New Westminster on Tuesday.

We are glad to note that Mr. Windsor of the Port Moody market is building up a good trade here.

Numerous inquiries are being made for real estate here, and some sales reported as having been effected during the week.

Ms. Insley has enlarged his accommodations for the landing of passengers, mails, luggage &c., opposite the Elgin house.

Mr. Lawson has completed his job at the Winnipeg house. But other workmen are still engaged in giving the building the finishing touch.

Mr. Burr purposes operating his saw mill night and day at an early period. His business is increasing so as to require such additional energy.

Mr. and Mrs. James Wise, accompanied by Mrs. Earle, from Victoria, paid our town a visit on Monday last, and were highly delighted with the embryo city.

A.G. Annand has a contract for supplying the C. P. R. Co., with a large number of fencing posts, and has been employing all the men he could get this week.

A WELCOME RETURN.—Mr. A. W. Gilbert one of our solid Port Moodians, and whose friends are legion, returned last Monday from Chicago, where he has been sojourning during the past winter.

E. A. Sharpe, Esq., has returned from his plantation on Lulu Island. He is making very extensive improvements thereon, and the chances are that he will make a "live of it" without government aid. But let honest men look out for the next election.

Monday's train was on time, with three cars of beef cattle. There were more than the usual number of passengers aboard; amongst whom were J.W. Trutch and party, several of the C. P. R., officials.

If you want a clean shave, or a neat hair-cut, go to Browne, the barber. He is the pioneer barber on the Mainland of B. C., and has a reputation equal to many years of actual experience in business.

...P. Carey; proprietor of the Winnipeg House, has purchased an elegant ... coach and team to ply between ...house and the Royal City. He proposes erecting a livery stable forthwith.

... Weston, the conductor of the construction train, in making a fly-switch ... summit on Friday, had a narrow escape. The cars jumped the track, but ...managed to jump in time, and saved himself. He is considerably bruised, ... now lies in a helpless condition at ... Caledonia Hotel.

SUDDEN DEATH.—On last Sunday morning Mr. John Sullivan a railway foreman ...d at the wash stand at Port Hammond. He was understood to have been a ...niad. He had lately been to Central America, where he contracted the Panama ...t was supposed to enjoy ordinary ...here, up to his death.

... TO THE TRAVELLING PUBLIC.—Mr. ...y announces that he will carry ...ers between this place and New ...ster for 75 cents each way. He is ...g a number of good young horses ... purposes to keep on hand to supply ...ket. Our city cannot have too many liberal and enterprising men as Mr. ...

... MacMunn, a first class artist of ... has been engaged by Mr. Onderdonk to take views of the railway con... between Port Moody and Eagle ... The gentleman spent several days ... his departure for the front, leav... favorable impression on all with whom ... in contact.

RED TAPE AT OTTAWA.—A party of ...S. are operating in this vicinity. ... resurveying the work done last ... While no fault is or can perhaps be ... with the work done by our own sur... is nevertheless condemned because ... not attached to their names. ... other outrage that the people of ...nce are called upon to submit in ... enjoy Dominion Rule. The tax... foot the bill for all such hum...

...NNING A DOG POUND.—Constable ... wants the public to understand ... out of his line of duty to keep a ... A traveler by train this week ... in the evening, so far mistook ... of the constable as to request the ... charge of his dog until morn... request could not consistently be ... with by our guardian of the peace.

"...tern Slope" arrived Tuesday night ... for the following consignees:— ...chie, Taylor, Fales & Co. Insley, ... Kelly & Co., J. B. Tiffin, P. ... Wing Chang. Also 300 kegs of ... for A. Onderdonk, and 200 ... giant powder for Ainsworth, ... Wright of Eagle Pass.

...ches, pimples, and all skin dis... quickest cured by cleansing the ... Ayer's Sarsaparilla.

YALE CORRESPONDENCE.

YALE, B. C., June 2, 1885.

The anniversary of the Queen's Birthday passed off very quietly in Yale. There were a few foot-races in the afternoon, but owing to the disagreeable weather the attendance was small.

Court was held here last Wednesday, Judge McCreight presiding. In the case of Glassey, charged with embezzlement of Government monies, the jury failed to agree, and were dismissed. Fairfax, charged with stealing a wallet containing money, from Messrs. Davis and McCoskey's saloon, was convicted and sentenced to two years in the Penitentiary.

Mr. Hussey is in town and is making lively times among the Chinamen, by trying to collect their revenue tax from them.

Hon. J. Trutch has been in town for the past few days.

There were two dead bodies found floating in the river, opposite Yale, on Sunday morning. One is said to be that of a white man, and the other a Chinaman, but neither has been identified. They have evidently been in the water a long time, and are almost unrecognizable.

INTERESTING TO SQUATTERS.—In view of the fact that general discontent prevails amongst settlers on Dominion Lands in the 40 mile belt, by reason of inaction in the matter of opening up the lands to purchase by settlers as fast as they are surveyed, and in view of the further fact that some have abandoned their holdings, and many others seriously contemplate such action of account of the unsatisfactory state of affairs, we give below the law enacted last session on for squatters—on the railway land in B. C.—"Every person who squatted on *any of the said lands* prior to the nineteenth day of December one thousand eight hundred and eighty-three, and who has made substantial improvements thereon, shall have a prior right of purchasing the lands so improved, at the rates charged to settlers generally." We advise our friends to hold the fort.

COMMERCIAL CITIES: THE LAW OF THEIR BIRTH AND GROWTH.

(From Bradstreet's.)

The following interesting and valuable paper was lately read by Major Alfred F. Sears before the American Society of Civil Engineers:

It is a part of the experience of every civil engineer who has been much concerned in the development of ways of communication, that the popular judgment often turns on his opinion as to the effect of any certain work on existing towns and the policy of locating new commercial centers. On account of the influence of railroads and capital in rooting out old stage stations and in building up some prairie towns or manufacturing and suburban villages, it has come to be believed that these agencies are able to control the fortunes of whatever place, and are all that is requisite to bring new cities into being and maintain them in prosperity. The Atlantic coast is strewn with ruined hopes in the shape of stillborn cities, having excellent harbors and abundance of water front, of which the only *raison d'etre* is superior facility of access from the ocean. These harbors, which have not become the important ports they were expected to prove, are generally the objects of enterprise begotten by the virile brain of civil engineers impregnating the waiting capital of speculation. There has been abundant honesty of purpose in the design, and no excessive credulity in the investment; but there appears a failure to comprehend and appreciate the laws of trade affecting the project. Thus, while the subject of this paper is outside the domain of physical science, it is within the province of the engineer, and is a matter concerning which he is fairly expected to be informed as an authority. It becomes, therefore, a proper study for the profession to ascertain if capital is justified in assuming to control the solution of so important a problem, and whether there is not involved, as superior to capital, a natural law, the elucidation of which will aid in the settlement of these questions. If, in preparing this paper, it has been found useful to refer to enterprises not yet released from the field of speculation, it is without the intention to advertise the chances for or against any scheme, the sole object being to gather facts that may be formulated into an expression of law as a scientific demonstration. As this investigation proceeds, the problem undertaken appears so clear and the conclusions so natural and just, that one is almost deterred by their simplicity from stating them so formally. But when we reflect that, however clear and natural and just the truth seems to be, many of the wisest men of affairs are constantly failing in this field, we recognize the necessity for such a statement as shall make it not only positive, but tangible, and remove, as far as can be, a certain class of speculation from the region of chimera to a field of certainty.

Forty years ago, when the Unicorn, the pioneer steamer of the Cunard line, entered Boston harbor, the merchants of that enterprising town felt assured of commercial triumph in the race with New York, because they were 24 hours nearer Liverpool than their sister city. Some not too "wise men of Gotham" were alarmed, and wondered if they had not committed an error when they settled in the Dutch metropolis, although the population of New York was 300,000 and Boston contained but a third of that number. To-day New York is the center of a population of three million souls, and Boston of but little more than half a million. A steamer leaves New York daily for Liverpool, and another sails once a week from Boston. To the wonderment of the Boston merchants, New York and not Boston has become the commercial metropolis of the country. In those days Boston boasted the one or two wealthy men of America. A Boston bank note was as current all over the country forty years ago as a national bill of the present time. This could never be said of the New York banks, nor of any other city in the United States. The Boston business man figured up the situation logically, as it appeared on the surface of things, quite in his favor. He said: We have the American port nearest Europe by 24 hours; we have an enormous capital, and can offer trade every facility it demands; we have the most intelligent population; the purest municipal government, the highest reputation for commercial honor; all this, with extraordinary business liberality and enterprise. "The solid men of Boston" stood for a business proverb. Nevertheless, New York has pushed ahead, and no amount of money expended by Boston to tap by a short route the western country north of New York, or to draw traffic directly from New York by shorter railway lines, has yet effected the object of the projectors, or is likely to. On investigation this result appears in harmony with a natural order independent of the enterprise, wealth and character of merchants. New York is more than 200 miles nearer the heart of the country than Boston. This made her advantage. The moving mass that seeks transportation reckons that distance to be as nothing on the ocean compared with the cost of movement on land or river. The cargo of a great steamer transported between New York and Boston forty years ago would have demanded the service of 10 locomotives and 400 cars. On board the ocean steamer it represents only the comparatively inexpensive continuance of her voyage for another day.

New York and Boston are not sole examples of such a relation of things. Going south, we find that every commercial port has been made the mark of ambitious rivals, under the mistaken apprehension that an error was committed in the original location. Thus, Philadelphia on the Delaware, 120 miles from the ocean, has grown into grand proportions, and continues to grow, in spite of the desperate exertions of two or three ports greatly nearer the highway of nations. Commerce refuses to be persuaded to avoid a tedious navigation against the chances of head winds in a narrow roadway and avail itself of a port easy of access in the lower bay.

Another instance of the perversity of commerce in passing by great advantages to get up stream is witnessed in the position of Baltimore, 108 miles from Hampton Roads. Circumstances of the civil war lead to the development by northern capital of one of those enterprises on the southern coast that was to revolutionize the commerce of the region, and destroy the two old cities of Savannah and Charleston. A harbor near the sea and accessible to vastly greater ships than can enter Charleston was found at Port Royal, which, it was believed, would drain both those towns of their wealth and population. Capital seized the point and tapped the neighboring country with its railroad. Streets, wharves, warehouses, corner lots and advertisements flourished for a time. But Port Royal is a dull, insignificant shipping point, while Charleston and Savannah remain live cities.

For thirty years capital has struggled to build a commercial city at Brunswick, Georgia, in rivalry with Savannah. The capital and the superior facilities, and the 22 feet of water on the bar all exist there, but as yet no important port has arisen from their ingenious combination. A rather interesting experience of similar character is found in the history of Jacksonville and Fernandina, on the coast of Florida; both places insignificant, to be sure, but serving our present purpose of illustration. Jacksonville is on the St. John's river, 25 miles from its mouth, at a point where, after descending its whole course toward the north, it turns abruptly eastward and flows directly to the ocean. At this elbow the stream becomes a broad, grand river, so that vessels which cross the bar can reach the town under sail. The 25 miles from the ocean is just that distance inland, since its course is normal to the coast. At the best of times, 13 feet of water can be taken in, but vessels often have to wait the abatement of a gale before making the venture. It would be difficult to find a more dreaded bar on the coast. When the enterprise which located itself at Fernandina was begun in 1857, Jacksonville had a population not exceeding 1,500 souls. Fernandina was 65 miles further north, and by so much nearer the world. Ships drawing 19 feet entered there on ordinary tides, while 22 feet can be carried in during the spring floods of each month. Few enterprises have had the advantage of more distinguished advertising than Fernandina. By the energy and influence of a leading member of the national Senate the place seemed in some sort a pet of the government. Army engineers surveyed, located and built the railroad from Fernandina to the gulf, and no approach to any harbor on the Atlantic coast was so well buoyed as the bar of Cumberland sound. An immense gift of land aided in the construction of works and purchase of material, and the hopeful speculators of the place had the supreme satisfaction of seeing iron shipped to their port for the Jacksonville Railroad rather than encounter the dangers of the St. John's bar. The two railroad lines, stretching from these ports to the interior, crossed each other in the pine forest at a distance of 19 miles from Jacksonville and 47 miles from Fernandina. So Jacksonville was 28 miles nearer the heart of the country than its rival; and, moreover, was situated on a fine river, watering a region thus made tributary to the town, and reducing cost of transportation to a point below that which permits any land-line to be its competitor. When the war came upon that coast both places were abandoned by the native population, and after its close both became objective points of interest to northern emigrants. The uniform result has followed: Fernandina is a respectable village with a population of 2,500 souls, while Jacksonville has already 15,000 inhabitants.

Nor is this condition of things confined to the American continent; Europe presents similar illustrations. Glasgow on the Clyde owes its wonderful growth and prosperity to its position at the head of navigation—an artificial harbor, made practicable by its propinquity to the coal and iron of the country. Sixty years ago a grown man could wade the Clyde at Glasgow without wetting his shoulders, and to-day no ship is engaged in the commerce of the world that fears to charter for that port.

Time was when wise men thought to build a port on the Elbe below Hamburg, and Altoo was started as a rival to the great capital. It had the backing of a patriotic and ambitious government, and for a time did seem to threaten the existence of the ancient port. At present, however, it is only the suburban home of the successful retired Hamburg merchant, and the ships pass it by to enter the Hamburg docks.

If the Atlantic coast is prolific in illustrations for this study, the northwest territory, along the valley of the Columbia and the shores of Puget sound, also abounds in lessons to the same end. The relation to the commercial world of Astoria, on the Columbia river; is an interesting instance of the conflict of capital with law in the attempt to regulate commerce. Founded by one of the wealthiest, most enterprising and far-seeing citizens of the country, it became, as it was intended by him to become, the depot of the fur trade of the northwest. But when the fur trade failed, and simply a home market existed for the salmon of the Columbia, the men who had staked their fortunes or their hopes on that important point beheld with new satisfaction the settlement by Americans of the great Willamette valley above them. It was a natural expectation that Astoria would become the port of the region. It has grown continually and is still growing. But this town, situated but a few miles above the Columbia river bar, with a life covering three-quarters of a century, has during the last twenty five years seen Portland come into being a hundred miles above, and attain a populat on of 40,000, while Astoria has never yet sheltered more than 3,000 souls.

Fourteen years ago capitalists interested in developing the promising points along the route of the Northern Pacific Railroad determined that the Columbia terminus of the Pacific division of that line, 60 miles above Astoria, must become the commercial port of that great river system, and the town of Kalama was located where stream and railroad were designed to meet. Maps were prepared, hotels and churches erected, elevators, warehouses and great docks projected, and the line of the Northern Pacific Railroad built hence to Puget sound. By virtue of its future outlook, Kalama became a county seat. Corner lots in the heart of the town plat sold at $3,000 each; water lots were laid out along the river bank, and sold for nearly $3,000 per 100 feet of frontage. Kalama still exists, but only in name. The Columbia river still flows by its site, as broad and deep as when Jay Cooke made note of its promise; but the once well-filled churches are abandoned for want of congregations; a corner of the grand hotel serves the purpose of court-house and jail; the splendid water lots still remain under the shadow of primeval trees, the only improvement they have experienced being in a reduction of annual tax from $23 to 14 cents. And this pet bubble was the scheme of men eminent for wisdom. It was inspired by eminent engineers and accepted by intelligent capitalists. Nor can there be any doubt of the uprightness of intention when we consider the high character of the men who gave the project their approval and practical indorsement. Kalama is but one of several similar experiments that have sprung from the fruitful womb of northwestern enterprise.

It would seem that a sufficient statement of fact has now been presented to justify a consideration of the premises that immediately determine the location of a commercial port. The producer of a given region, whether artisan or farmer, will deliver his wares at such point as will entail on him the least cost of transportation; he goes to the port that he can reach by the shortest road.

Again, there is never competition to sell among producers. Hence they are outside the struggles of trade; they are not found crowding forward toward the purchaser, the agent of the consumer, the exporting merchant. Indeed, the chances are that crops will be sold in the first instance on the soil that bore them.

If producers were competitors, commercial towns would be pushed toward the sea to catch the first chance at the purchaser from abroad; and farmers, turned speculating capitalists, would become the originators and managers of railroad lines. On the contrary, the agents of the consumers, the merchants, who send the crops abroad and import the goods they barter in exchange, are the men who jostle each other in the marts, who push into the interior of a country, to get as near the field of produce as they can reach.

Thus it is that a great commercial city cannot be reared near the coast at any site which a large ship can pass and sail inland to load or even unload. By "inland" is meant nearer the center of the producing region.

From all these elements we deduce the proposition that *the commercial port of a region will be as close to the producer as as it is possible to go, and obtain reasonably good facilities for the class of transportation demanded by the produce of the country.* This is the law- the inexorable, immutable law, without exception in the world's economy.

Nevertheless, not a decade passes without adding a new experiment to the list of failures; and the failure has been universal, so far as the destruction of the inland port has been concerned. We are not free to accuse shrewd business men of attempting to oppose their own force to established law; but we may fairly suppose, and we repeat it, that the law has not been apprehended, or, at least, that its value has not been appreciated. If we may judge by the common argument, we are justified in believing that the greater number of intelligent men of enterprise consider the location of capital at a given point by far the most important factor in determining the location of towns and ports; and this is precisely their blunder.

It is difficult to account for the singular persistency with which this mistake of capital is repeated, since, in whatever direction we turn, the one law is exemplified—the one lesson taught. In accordance with this law, Montevideo, on the outer coast of South America, has a population of forty thousand, while Buenos Ayres, a hundred and thirty miles up the river, contains nearly a half million inhabitants. Guyaquil, in the edge of a sickening swamp, might have been healthily placed forty miles further down stream, at a point famed for its salubrity, imposing forty miles less of river navigation with equally good anchorage and better potable water for a population. The expense of transporting the products of the country by the agency of native boatmen on *balsas* or in canoes to a situation where whites can live without fear of malignant fevers, would be trifling indeed; but such a course would separate the speculator from his game, the cocoa, hides and woods of the country, and the merchant from his customers, the producers of those articles, by all that distance of forty miles.

Thus far we have demonstrated the law by which the great commercial city of a region becomes established, and we have attempted to show the impracticability of building up between the center of production and the sea a rival port of sufficient importance to seriously affect the stability of such a city.

There now appears an important consideration bearing on the question, which was barely touched in discussing the relative positions of New York and Boston. It was said that Boston capital has tapped the country north of New York in the hope of drawing off western trade to itself. The result of the Western Railroad has not been what was expected of it. Troy and Albany were at nearly equal distances from New York and Boston, but the immense capital of the eastern city failed to seize the produce of the west. The enterprising Bostonian saw that a mountain intervened, and he pierced the obstacle, reducing the difficulties of transportation to their lowest terms. Still, he has always to contend against one radical truth, which he is either ignoring or striving to eliminate from existence by the persistent employment of capital. The truth is that trade follows natural channels; that the staple products of the soil and all the coarse minerals will reach the coast by the route that permits the easiest movement with least artificial aid.

The trade of a country will not cross a great valley even to reach a market of the first importance. It will either create centers of exchange in such valleys, or, having reached them, follow down their course to a port. Thus, western produce reaching the Hudson will follow that stream to New York for exportation.

In the northwest, the relation of Portland on the Willamette to Puget Sound closely resembles that existing between the ports of New York and Boston. Portland occupies the site of a great commercial center for an immense region. All the country west of the Rocky mountains tributary to the Northern Pacific Railroad and seeking an outlet on the coast, will, on going westward, make Ainsworth, at the mouth of Snake river on the Columbia. a common point of departure for Puget Sound as far as Portland; from Ainsworth the trade will either descend the great valley, or, proceeding along the projected line of railroad, cross the Cascade range and enter a Puget Sound harbor.

Here occurs a problem the solution of which is peculiarly the duty of the civil engineer. The lineal distance from Ainsworth to Puget Sound differs but little from the distance to Portland. In this case there is a descent of more than 300 feet along the Columbia river in favor of west-bound traffic. In the other a summit of 2,400 feet is to be overcome, besides the curvatures of a continuous mountain line and the increased cost of constructing a line with fairly practicable grades. These resistances, to be encountered in operating, the engineer will equate with their value in level tangent before determining which terminus is most accessible to the interior. In looking over the American seacoast it is difficult to find room for more speculations of this class than those now presented in the extreme northwest. But the student will find an abundant field for observation, which he cannot fail to regard with interest, in the development of commercial cities along the eastern coast of South America, where in the present and the next generations will be opened up innumerable grand enterprises in regions now unoccupied, save by the india-rubber hunter and the crocodile.

WASHINGTON LETTER.

(From our regular correspondent.)

WASHINGTON, May 22, 1885.

Every week thousands of people visit the two Government museums in this city, the National, and the Smithsonian, Few of them, however, have any idea of the views behind the scenes, or in the workshops of these institutions, where the specimens are prepared for exhibition by the professors employed at Government expense. I have just been to see the "Wizzard," as Prof. Hendley is called, at his work. He is called the "Wizzard" because his wor is magic, and calls forth expressions of wonder and admiration from all who see it. Prof. Hendley's retreat is a rather small room in the Natianal Museum, and it is quite a study. On the tables, window-sills, and in every nook and corner are specimens of his workmanship. Bright-hued apples, downy-cheeked peaches, crystal-like grapes, oyesters "on the half-shell," cantaloupes, loaves of baker's bread, and many kinds of fishes, all so true to nature that the touch as well as the sight is deceived. On entering this room you are confronted by a good-looking young man with blonde hair and moustache, and eye-glasses, whom the Professor calls his assistant. The young man is in his shirt-sleeves, a cigar peeps out of his vest pocket, and he is in an attitude of study over a half-stuffed bird which he holds in his hand. The visitor invariably bows and speaks to the assistant, and as invariably receives no response. He is in reality a plaster figure, attired in one of Prof. Hendley's old suits, and has deceived thousands of people on account of his life-like appearance. Perhaps the crowning effort of the Professor's art is a life size piece representing a half-nude colored man, who has just been fishing in the Potomac and has gone to sleep on a log. On the ground before him is a bunch of cat-fish. His head rests on one hand, and the other hangs listlessly in front, grasping a corn-cob pipe, while the arm supports a rustic fishing rod. The figures are all in plaster, and colosed to nature, except the log, which is made of *papier mache*, and appears real, even to the moss upon it. Several scientists who saw this piece enthusiastically pronounced it a wonder of ingenuity, and a number of Congressmen requested the "Wizzard" to exhibit it in the rotunda of the Capitol. Prof: Hendley can reproduce almost anything from an original sample. He makes all kinds of rare plants, which a botanist even would not know from real ones unless he attempted to analyze them. I watched him while he was reproducing a little tree from a sample of the original. He was surrounded by queer-looking pots, lamps, and mysterious appliances. The compositions used are all invented by himself. In order to show me how rapidly he could work, he formed, painted and tinted a large, luscious-looking peach in about twenty minutes.

The department of taxidermy is in charge of Prof. Hornaday, who is always in receipt of interesting specimens. Some of the stuffed monkeys have interesting histories, and there is a glass case containing a whole family of ourang-outangs, which Prof. Hornaday killed himself in the jungles of Borneo. When a body is received at the museum, a plaster cast is first taken of it. The skin is then removed and prepared for stuffing, the body is dissected, certain portions are preserved in alcohol, and the bones are sent to the mammal department to be made into a mounted skeleton. Connected with the Smithsonian is an apartment where birds are stuffed and prepared for exhibition. This is presided over by Prof. Samson, and is always stocked with gay plumaged birds from all parts of the world. There is a room where fish are reproduced in plaster and painted their natural hues, and a photograph establishment in connection with the museums where views of all these things may be had.

Behind the scenes of the Government institutions here there is much to interest and instruct the sight-seer who may visit the Capital during these vacation days when Congress is absent.

FRANCE SETTLES AN IMPORTANT QUESTION.

On Tuesday the French Senate ratified the *scrutin de liste*, or collective ticket system, which had already been adopted by the Chamber of Deputies. The approaching general election for members of the popular branch of the Legislature will therefore witness the application of a principle which must exercise a potent influence on the distribution and compactness of political parties in France.

We can best appreciate the grave significance of this event by noting how a similar change of electoral methods would affect our House of Representatives. Such a parallel is the more pertinent because there is no bar under our Constitution to the election of all the members of the lower House allotted to a given State on a collective ticket, precisely as Presidential electors are now chosen. But we see at once that should we in New York abandon the present method of election by Congress districts, and vote for all our delegates to the popular branch of the Federal Legislature upon a single comprehensive list, about one-half of our citizens might be wholly unrepresented in the most important branch of the national Government. For, just as the plurality of one would now give the whole electoral vote of this State to a given candidate for the Presidency, so the the same plurality would, under the State ticket system, give all the Representatives to one political party. Our people would view with repugnance an innovation so fatal to the rights of minorities, and far from relinquishing our present practice, which at least insures to a party beaten in the contest for the Chief Magistracy a considerable weight in one branch of the legislature, we are more likely to take one step further in the opposite direction and choose our Presidential electors—with, of course, the exception of the electors at large—by Congress districts.

Since the actual French Constitution has been in operation, members of the Chamber of Deputies have been elected by *arrondissements*, or, as we should call them, Congress districts. The result has been that some districts in a Republican department, like the Department of the Seine, would return Conservatives, while some Republican Deputies might obtain seats in departments like those in Brittany and La Vendee, where the prevailing prepossessions still favor monarchy. Now, under the *scrutin de liste*, provided there were only two parties in the field, the Royalists would return all the Deputies representing the few departments in which they are still preponderant, while the friends of the republic would control all the seats pertaining to three-fourths of France. But the problem is by no means so simple as it would be in a country where there are but two political parties. For admitting—what is very doubtful—that the Bonapartists, who themselves are divided between Victorists and Jeromists, could be brought to coalesce at a parliamentary election with the adherents of the Comte de Paris, there would remain a seemingly incurable disunion in the Republican ranks. The advanced Radicals, or Irreconcilables, as they used to be called, have shown during the parliamentary contests of the last year, and notably in the demonstration that overthrew M. Ferry, an implacable hostility to the Opportunists and a readiness to combine even with the Conservatives for their discomfiture. Now, suppose that similar tactics should be adopted by M. Clemenceau and his friends at the general election, and that a mixed ticket should be agreed upon between them and the reactionists in districts where their two factions, though individually weak, might together hope to outvote the Gambettists. Such an unpleasing coalition would no doubt be impracticable in a single *arrondissement* or district, because the temptation would not be powerful enough. But the inducement to temporary fusion would be a strong one when all the Deputies allotted to a particular department might be chosen by a majority of one vote. A large proportion of the departments are in just this position that a slight defection from the Republican ranks would give them to the enemies of the Brisson Cabinet, which is essentially Opportunist or Gambettist.

But it may be deemed incredible that the advanced Radicals, who of all French republicans are the most bitterly opposed to monarchy, would for any purpose enter into a combination with reactionists—although ninety years ago the Jacobins did not scruple to use just such an instrument in order to ruin the Girondists. Let us assume, then that they will put a separate ticket in the field in every department where their voting strength would turn the scale. Of course the mere existence of two Republican tickets would in many cases give the whole parliamentary representation of a department to the Conservatives, provided they on their part could manage to compose their differences. Thus we see that from every point of view, the practical outcome of the *scrutin de liste* on the comparative strength of parties in the Chamber of Deputies, and indirectly on the stability of free institutions is an enigma to the impending solution of which the most sagacious of French statesmen look forward with peculiar perplexity and misgivings.—*N. Y. Sun.*

LATE NEWS ITEMS.

The House of Lords has passed the registration bills.

The International Sanitary Conference was opened in Rome.

It was announced in Berlin that the Emperor William was ill again.

Mr. Gladstone gave notice that he will introduce an Irish land purchase bill after Whitsuntide.

The German authorities have forbidden the proposed performances of Mme. Bernhardt in Metz and Strasburg.

The last gap in the Canadian Pacific Railroad has been closed, and the line is now continuous to the Columbia River.

The steamer Parisian, which arrived at Montreal from Liverpool, via Cape Race, on 16th ult., beat the record two hours.

The deposits in the Dominion Postal Savings Bank for April last amounted to $547,118, and the withdrawals to $601,479, being an increase in deposits of $63,630 and a decrease in withdrawals of $13,872, as compared with those of April, 1884.

The colonial troops which left Suakim on the 18th have been ordered to stop at Aden.

Orders have been given that the great turret ship Ajax, now lying at Sheerness, be put in readiness for service at sea immediately.

A despatch from Berlin says Prince Bismarck has recently given several long audiences to Count Schouvaloff, the new Russian Ambassador to Germany.

The *Morning Post* says that Lord Dufferin has written to the Government, giving an alarming account of the effect produced upon the native Indian subjects by the yielding of the Ministry to Russia's demands in regard to the Afghan frontier.

The *Standard* confirms the report that the negotiations with Russia at present hinge upon the question of the possession of Marutchak, which is claimed by Afghanistan and demanded by Russia.

The morning papers are unanimous in the opinion that the halting of the Guards at Alexandria on their way home from Suakim is due to a hitch in the negotiations with Russia.

The International Inventions Exhibition at South Kensington, which was opened two weeks ago, is already depleting the less popular theatres. The exhibition is almost as attractive as the Healtheries show of last year.

John Bright has written a letter approving the Parliamentary grant of $30,000 a year to the Princess Beatrice as a dowry. Mr. Bright says he is astonished to see Liberals object to such a small grant; while silent concerning the extravagance of the Government over unjust wars.

The *Daily News* says that Mr. Gladstone cannot resign until the Russian and Egyptian questions are settled. The November elections will turn upon his foreign and home policies, and as the Liberals cannot hope to win without him he will conduct the campaign.

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JAMES A. CLARKE.
Port Moody, B. C., May 30, 1885.

The Old Testament Revision Company, which has just submitted its report to Convocation in England, held 85 sessions and finished in June, 1884. These sessions, of about ten days each, comprised 792 days of six hours at a sitting.

The two famous Spanish torreadors, Frascuelo and Lagartigo, have arrived in Berlin to organize a bull fight. The police have refused to grant them permission.

The owner of some tenement property in London was lately fined $150 for failing to keep it in proper order. He appealed but only to be told that he was really liable to a fine of $700.

The Duke of Westminister has let his beautiful place on the Thames, Cliefden, to the Austrian Ambassador, who pays $5,000 for six months. The place would be sold for £250,000 - but even then only to an approved purchaser. Levy-Lawson, the Hebrew owner of the *Daily Telegraph*, wanted it, but was not approved. There are only 246 acres of pleasure ground.

The will of Gen. Gordon was proved in London the 23d ult., by his brother, Sir Henry William Gordon, K. C. B., the value of the personalty being under $11,500. He bequeaths the whole of the property to his sister, Mary A. Gordon, for her life, and on her death among his nephews and nieces.

M. de Lesseps relates that on the occasion of his marriage, the day of the opening of the Suez Canal, November, 1869, his father-in-law handed him 100,000 francs as a present to his wife. At that time, he adds Suez Canal shares were selling at 250 francs, or 50 per cent discount. He invested the present in these shares on which he realized 1,500,000 francs.

It is proposed in England to provide the sinews for war with Russia by raising the tax on patent medicines. The *Daily News* thinks there is a sort of poetic propriety in making patent medicines furnish the funds with which to kill people by other means.

According to the *Revue des Maladies de l'Enfance* sixty per cent. of the children born in Russia die before the age of 5 years. Less than one-half of the males reach the age of 37, and a third of these are unfit for military service, either through constitutional debility or from not having attained the requisite stature.

The Municipality of Antwerp have formed an official committee charged with the duty of finding comfortable lodgings for visitors to the international exhibition in that city. To this end official registry offices have been opened, where the stranger can at once have his choice of accommodation at a fixed tariff, which includes not only a sleeping apartment, but breakfast, lights, and attendance.

Sir John Lubbock told a story in his recent speech at Shrewsbury, says the *St. James Gazette*, which can have no personal application to himself. It was about a traveller who revisited a New Zealand village and inquired after a friend, a leading Maori Liberal and a member of the local Peace Society, it is believed. The reply was discouraging. "Ah," said the villiage chief, with resignation, "he gave us so much good advice that we had to put him to death mercifully.

From recent statistics it appears that the financial condition of Prussia compares very favorably with European countries. While the Prussian debt amounts to 259,17 marks per capita, that of Austria is 289,47, Belgium 299.47, Italy 321.05, Holland 408,23, Great Britain 422.54, and that of France 540.42 marks. This, however, is rather delusive, as the fact of a debt being oppressive or the reverse depends so much more on the plight of a people than on the amount of the debt. Hollanders, for example, feel their 408,-23 far less than Prussians their 269,17.

Baron Victor Erlanger seems to have had as poor luck in fine arts as in stocks. Having been ruined on the Vienna Bourse, he has sold his picture gallery, which was supposed to be very valuable. But only the most meagre prices—a few dollars each—were obtained even for works by Rembrandt, Teniers, and Rubens; perhaps it would be better to say works attributed to those masters.

Considerable sensation, according to the London *Truth*, has been excited in Vienna society by the announcement of the betrothal of Prince Lichtenstein to the daughter of a merchant in the city, such a marriage being regarded as a mesalliance by the austere purists of the court of Austria. This Prince was formerly well known in London, and his first wife was Miss Fox the adopted daughter of Lady Holland.

A few seasons ago an English Duchess, whose way it is to go ahead in pleasure, went to try her luck at the Monaco tables, where she soon got to the bottom of her purse. She went to the director to ask a loan, offering a pair of earrings with solitaire diamonds as a pledge. "We don't take *gages*," was the answer. "Our terms are cash, and nobody is trusted." "But I am the Duchess of——" said her Grace. "That doesn't matter. So many Duchesses come here who want to borrow."

A journeyman baker in Paris, named Galle a man without education, and unacquainted with any foreign language, entered the class for Hebrew at the Louvre School in April. 1884, and six months later outstripped nineteen other pupils who had entered the school long before him. He is now able to read and explain the Hebrew Bible at sight, and every Friday afternoon goes to study Hebrew texts at the school and then returns modestly to his work.

The Sipah Salar, or commander-in-chief of the Afghan army, wears a crimson uniform covered with gold facings and a black helmet. Gholam Hyder Chirki is a man of great stature, resolute looking, and of commanding appearance. He is a Ghilzai of the districts lying between Kushi an Ghazni, his native village being Chirki, hence his distinctive name Chirki to distinguish him from numerous other Gholam Hyders. He played a leading part in the first fight about Cabul.

One of the boldest of the French charlatans—the Widow Noel—has lately been fined and imprisoned for trickery. Not content with prescribing nostrums, she used to insist upon residiing with her patients, whom she thus robbed at her leisure. Her last victim was a man with heart disease. She remained with him for sixty days and received her board and $360. Her chief medicament was an "ointment" made by boiling bull pups for nine days in a mixture of red earth, and for this foul stuff she charged $4 per pot. Strange to say, seven witnesses of good character testified to the efficacy of the woman's remedies.

A young milionaire husband has been discoverered whose bride has "a basis of positive fairness on which to put a superstructure of embellishment," but the husband insists that no such improvements shall be made He supervises her wardrobe, and not with a view to making her attractive, but exactly the reverse. If a special style of bonnet increases her comeliness of head, he won't let her have it; if a particular kind of gown is becoming to her, he puts it under taboo—in short, he takes all imaginary pains to render her as little bewitching as possible.

[illegible] Bokai of the University of K[illegible] the important discovery of an antidote for strychnine, which is said to have been fully corroborated by a series of successful tests on animals.

A medical wiseacre says that "smoking does not cause cancer; but is much more likely to do so than chewing."

The Duke of Bedford has remitted 50 per cent. on his great west of England estates. He did the same some time ago on his eastern estates.

The German Reichstag has adopted, without discussion, the motion to put "literary productions and objects of art on the free list" of the tariff.

The Archduchess Maria Theresa of Austria had a passion for manufacturing jewelry, and labors under the instruction of a working jeweller.

The vaccinations against small-pox in the Punjab last year reached 633,062. The natives of India hail the operation as the greatest of blessings.

The Irish jaunting car, which became unpoplar after the Phœnix Park assassination, is again coming into public favor. The Prince of Wales used one on the occasion of his recent visit to the Lakes of Kilarney.

Writers in the *Lancet* call attention to the great value of hot water applications to the head in cases of fainting or syncope.

The Irish College of surgeons recognizes the London Medical School for Women, and has decided to admit its students to examination for its diplomas.

In the London *Grocer*, M Nikatinski states that the weight of the ash is a very fair test of the quality of the tea. Good Shanghai teas give 5.16 per cent., green "brick," tea 5.87, and Orenburg teas, which were known to have been adulterated with rose leaves, yielded from 7.87 to 10.42 per cent. of ash.

The original manuscript of "Tam o' Shanter" was sold in London the other day for $760. This is the highest price ever paid for a manuscipt of Burns's. It consists of six leaves, foolscap folio, and on the last page there is also the whole of "Mary's Lament," and a fragment of another poem.

Invalids who depend upon cod-liver oil to sustain their vital forces should be careful to get a pure article. Cotton seed oil is now doing for codliver product what it long since accomplished in the matter of olive oil.

We smile at the Chinese doctor and call him superstitious because he imports dried and smoked lizards for his patients. Yet it seems, to the *Medical World*, that the reptiles are administered in cases of consumption and anæmia with considerable sucesss, due to the large amount of azote and phosphorous contained in them.

A new explosive, known as kinetite, is at present being studied in Germany. It consists, it is said, of a mixture of oils and gun cotton, and is superior to dynamite, and its manufacture and manipulation are absolutely without danger; it will detonate only under certain peculiar and well-defined conditions. Only the part exposed to concussion explodes and when fired it burns quietly with a brilliant light. The true composition is being carefully kept secret

Disinfectants are often used to great advantage in communities threatened with epidemics, but it is a great mistake to rely upon them to the exclusion of individual measures having a far greater importance. Humbolt said that persons whose bodies are strengthened by wholesome habits in respect of food, clothing, cleanliness, exercise, and fresh air are enabled to resist the cause which brings about disease in other men. But then it is so much easier to rely upon germicide poisons of the Board of Health than to adopt sensible habits.

By the exertion of the late Capt. Marryat (mainly instrumental in suppressing the vile system of press gangs) no naval officer may inflict flogging until twenty-four hours after the commission of an offence, so that punishment may not be the result of passion. In Scotland, by an act of George I., no sentence of death can be inflicted on the south side of the Forth in less than thirty, and on the north in less than forty days.

The name of "Sucker Flat," a once lively and prosperous town in California will soon pass from atlas and gazetteer. The main portion of the town has been destroyed by fire, and most of the dwelling houses have been deserted or torn down. Even the main street of what was once a town has been mined away, and it is impossible to get through with a team. A number of the deserted dwellings are in good condition, and still look pretty with their flower garden and creeping vines and roses. But being unoccupied the houses will soon tumble down and the weeds will take the place of the flowers and vines. The miners have exhausted the treasures that attracted them to the locality, and their is nothing left to make human habitation of the spot desirable.

An interesting batch of twenty four letters of Heine to Detmold, his friend, have just been printed in Germany—one is dated from Ramsgate and another one from Granville. In the former Heine describes himself as sitting on a high balcony, and while writing, "looking down on the beautiful wide ocean, whose waves climb up the rock and regale my heart with their musical roar." There was no theatre at Granville. This distressed Heine. He says: "The theatre I am no longer obliged to visit, but in place of it I have to walk about in spring weather. Green trees produce *ennui* quite as much as vandeviles. Next to art, there is nothing more dreadful than nature"

"A very amusing game," says the *Pall Mall Gazette*, "is now being extensively played in London streets. To play it you require a heavy little billet of wood sharpened at both ends. Place your billet on the ground and wait till a stranger (if possible a respectable and corpulent elderly gentleman) is within twenty yards of you. Now strike your billet smartly on one of its pointed ends with a stick. This will cause it to fly up in the air, and you then propel it with your stick in the direction of the target (the stranger's head). If your aim has been true the game is won. This beautiful sport is technically known as 'tip-cat.' It may be played anywhere and at any time. It is peculiarly suitable to a wide and frequented throughfare at about 9 to 10 in the morning." Elderly gentlemen crossing our City Hall Park have long been aware of the existence of this charming diversion.

The *Cafe de la Rotonde*, the resort of Parisian chess players for over a century, has been closed and will probably be razed.

Mr. Cameron, the special correspondent of the London *Standard* was when killed in Egypt, receiving a salary of £2,000 a year, and the *Standard* has provided for his mother.

One can get used to anything. even to explosions of dynamite, which occasion comparatively little excitement in London now, except in the immediate neighborhood of the scare.

The famous Holland House, Kensington, has a good chance of careful preservation, inasmuch as Lady Holland, the owner, has agreed with Lord Ilchester, the head of the Fox family, to leave it to him if he, meanwhile, will keep it up.

CHARLES E. COON

COON'S

COUGH SYRUP

WARRANTED

DRUGGIST

PORT MOODY.

PERFUME[S]

—AND—

TOILET ARTIC[LES]

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QUEEN STREET,

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New Fall Goods!!

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The Cash Tailor!

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Has opened out his FALL STOCK, and is now prepared to execute orders.

☞SATISFACTION GUARANTEED. a5

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FURNITURE STORE.

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Has commenced business in

Holbrook's Stone Building,

COLUMBIA STREET,

Where he will keep on hand a first-class Stock of

FURNITURE!

Adapted for the Market.

HE HAS ALSO FITTED UP THE REAR OF THE STORE WITH MACHINERY BY WHICH HE WILL BE ENABLED TO MANUFACTURE FURNITURE TO ORDER.

Suites for Parlor, Dining-room or Bed room may be obtained at short notice, at VICTORIA PRICES.

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ANCILLA DE MONTES

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JUST OUT AND SELLING LIKE WILD-FIRE.

THIS VOLUME IS FOUNDED ON facts concerning an inland village of his Province and its unique inhabitants. The work has all the fascination of fiction. Don't rest till you read it.

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Ccr. Clarke and Kyle Sts., - Port Moody, B. C.

THIS HOUSE, JUST COMPLETED, IS THREE STORIES IN height, is hard finished throughout; has a bar well stocked at all times with a good selection of the choicest

WINES, LIQUORS & CIGARS.

The Gentlemen's Sitting Room is a model of neatness and comfort, where will be found, for the use of guests, the Canadian, American and local newspapers. The Ladies Parlor is elegantly furnished. The Dining Room is large and handsome, and the tables will always be supplied with the

BEST IN THE MARKET.

The House has the capacity for the accommodation of 50 guests, having over 20 rooms furnished with

First-Class Spring Beds and Bedding,

and has a commanding view of the beautiful harbor. The House will be conducted on first-class principles at MODERATE RATES.

Open for Guests on and after 15th May.

Patrons may rely on receiving every possible attention from the proprietor and his attendants.

P. CAREY, PROPRIETOR

PACIFIC HOTEL,

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THE PROPRIETOR OF THIS HOTEL WISHES TO INFORM his old friends and the general public that he is prepared to furnish guests with

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and desires a liberal share of the patronage of the traveling public.

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THE RESTAURANT is now open to the public; it is conducted on the most modern improved principles by a first-class Cook.

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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 & 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.

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.

DOMINION SAWMILL CO., Limited

RICHARD STREET,

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TO PERSONS WISHING TO BUILD, the Company are now prepared to offer special inducements in Lumber and Material of all kinds, including,

Doors, Sash, Mouldings and Finish

OF ALL DESCRIPTIONS.

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This Department is conducted on the most improved principles. All the latest designs are produced in the choicest material.

BEDROOM SUITES A SPECIALTY!

PARLOR CHIFFONIERS & SIDEBOARDS (Queen Anne Style), FOLDING CHAIRS, EXTENSION TABLES, &c., &c.

Persons about to Furnish Hotels are strongly recommended to visit the Mill, as special prices are accepted for large purchases.

This Great Household [Medi]cine ranks among the [lead]ing necessaries of Life

These famous Pills purify the B[lood] and act most powerfully, yet soo[thingly] on the

LIVER STOMACH, KID[NEYS]

and BOWELS, giving tone, ener[gy and] vigor to these great MAIN SPR[INGS OF] LIFE. They are constantly rec[ommended as a] never failing remedy in all cases w[here the] constitution, from whatever caus[e, has be]come impaired or weakened. They [are won]derfully efficacious in all ailment[s incidental] to Females of all ages; and as a GE[NERAL] FAMILY MEDICINE, are unsurpa[ssed.]

Its searching and He[aling] Properties are kn[own] throughout the Worl[d]

For the cure of BAD LEGS, Bad [Breasts,]

Old Wounds, Sores and Ul[cers]

It is an infallible remedy. If effectual[ly rub]bed on the neck and chest, as salt into [meat,] it Cures SORE THROAT, Bronchitis, Coughs, and even ASTHMA. For Gl[andular] Swellings, Abscesses, Piles, Fistulas,

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

The Pills and Ointment are Manuf[actured] only at

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Carefully prepared Maps and Pl[ans ex]hibited, and the fullest information [furnish]ed, at Mr. Hamilton's office

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ON BOWEN ISLAND, ONE OF [the] most beautiful spots in the Pr[ovince] there are inexhaustible beds of cl[ay] adapted for the manufacture of [bricks.] There is plenty of water power to [drive a] mill, and any quantity of fuel to b[urn] bricks. For a Woolen Mill the I[sland is] well adapted; the streams are [running] throughout the year, and there is pl[enty of] power to drive machinery. The ha[rbor is] excellent and land-locked, so that [no wind] has any effect on shipping lying in [the har]bor.

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FALES & Co., - - - - Gen[...]
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INSLEY, WM., - - Propr. Elgin [...]
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