W. J. WALKER & CO.
REAL ESTATE BROKERS
NEW WESTMINSTER, B. C.

The Truth

CHARTERED ACCOUNTANTS AND
CITY AUDITORS 1886-7-8-9
TELEPHONE CALL 55. NEW WESTMINSTER.

NUMBER 307 | NEW WESTMINSTER, BRITISH COLUMBIA, WEDNESDAY MORNING, SEPTEMBER 3, 1890. | FIVE CENTS.

A BARGAIN LOT 35
GROUP 1
NEW WESTMINSTER District
Is offered for sale at $125 PER ACRE ½ Cash balance in 6 and 12 months.
This Property has a good frontage on the Vancouver Road and adjoins Hastings Park.
Land in the immediate vicinity is now being sold in small lots for $500 per acre.

We are Offering some great bargains in New Westminster Suburban Property for a limited time only.

S. T. MACKINTOSH REAL ESTATE and INSURANCE
COLONIAL BLOCK, - NEW WESTMINSTER, B. C

C. E. WOODS, Land Surveyor A. C. GAMBLE, Notary Public
Woods, Turner & Gamble,
LAND SURVEYORS,
REAL ESTATE, INSURANCE, FINANCIAL AG'TS
AND CONVEYANCERS.
Land Surveying in all its branches accurately and promptly carried out. City and Suburban lands for sale. We can show a complete list of desirable localities. Farming lands improved and unimproved throughout the district. Mining and other stock bought and sold. Money to loan on first mortgage.
Agents for the following Insurance Companies: Western of Toronto, Atna, Hartford, New York Life, and Travellers. OFFICE—Bank of British Columbia block, Columbia street, New Westminster. Telephone Call No. "33." Postoffice Drawer "W."

To Smokers IF YOU WANT TO ENJOY A GOOD CIGAR ASK FOR THE BRITISH LION, MAINLAND, HENRY LEE.
They are not only made of the Choicest Tobacco, but they are of HOME MANUFACTURE, and should be patronized by all good citizens.
WM. TIETJEN, Manufaturer HOLBROOK BUILDING, COLUMBIA ST., NEW WESTMINSTER.

Unfermented GRAPE JUICE
For Sacramental and Medicinal Use.
WHOLESALE AND RETAIL AGENTS FOR B.C.
D. S. CURTIS & CO.
(Next Colonial Hotel) DRUGGISTS (New Westminster
AGENTS FOR B. LAURANCE'S SPECTACLES AND EYE-GLASSES.

T. OVENS, General Machinist & Blacksmith
Douglas Street, above Columbia, New Westminster.
HORSE SHOEING A SPECIALTY.
BUGGIES, CARRIAGES AND WAGONS MANUFACTURED.
DEALER IN ALL KINDS OF MACHINERY
Agricultural Machinery Repaired.

H. T. READ & Co.
....THE LEADING....
HARDWARE AND PAINT MERCHANTS
OF NEW WESTMINSTER.
Contractors and others erecting houses should call on us and examine our extensive stock of builders Hardware, which is excelled by no other in the Province.
WE CARRY THE LARGEST ASSORTMENT OF LOCKS IN THE CITY. TO THOSE REQUIRING PAINTS AND OILS WE BEG TO CALL ATTENTION TO OUR EXTENSIVE VARIETY.
Superior Coach Colors, in all shades. Tube colors of every description. Floor Paint ready for use. We have much pleasure in announcing that we have been appointed sole Agents in this city for the sale of the Celebrated Johnson's Magnetic Iron Paint, the highest grade fire-proof paint in the world. Guaranteed as per cent. pure oxide.
MASONIC AND ODDFELLOWS' BLOCK, NEW WESTMINSTER.

SULLEY & BRYSON General CARRIAGE BUILDERS AND BLACKSMITHS
NOW IN STOCK—ONE CAR OF THE CELEBRATED
ADAMS & SONS' TRUSS WAGONS
IN ALL SIZES AND AT BOTTOM PRICES. EXAMINE OUR STOCK BEFORE PURCHASING ELSEWHERE
NEW WESTMINSTER

COLUMBIA HOUSE
CAMPBELL & ANDERSON, SUCCESSORS —TO— JAMES CUNNINGHAM
STOVES STOVES
Hall and Parlor Stoves, Kitchen Ranges and Cooking Stoves, a fine assortment just added to our stock, also Tinware, Graniteware and Kitchen Furnishings.
WE MAKE A FINE DISPLAY OF—
Glassware, Crockery and Lamps
IN GREAT VARIETY AT LOWEST PRICES
Hardware, Paints, Oils, etc. Guns, Rifles, Cartridges, Powder, Shot
Call and examine our stock and note our low prices.
COLUMBIA STREET, NEW WESTMINSTER

QUEEN'S HOTEL
NEW WESTMINSTER
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THE LEADING
DRUGGISTS
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DRUGS
PERFUMES
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NIGHT BELL ATTENDANCE. 194-1m

Herring's Opera House
4 nights and Thursday Matinee
COMMENCING
MONDAY, SEPTEMBER 8
THE LITTLE SUNBEAM
Eunice Goodrich

Supported by the Versatile actor
JAMES R. McCANN
And a thoroughly competent company in the following repertoire.
MONDAY - - Pearl of Savoy
TUESDAY - - Dad's Boy
WEDNESDAY - Wanted a Husband
THURSDAY - - Innocent Salt
THURSDAY - - Matinee
The musical Burlesque Cinderella
PROF. GEORGE A. OTT
MUSICAL DIRECTOR
Introducing Solos on Slide Trombone, Zither, Piano, Xylophone, Swinging Glasses and the Kalamazoo, an instrument of his own invention. As a souvenir of this engagement Two Gold Watches will be Given Away, one at the Thursday Matinee and Thursday night.
Admission - 15, 25 and 50cts.

Grand Celebration
The Trades Unions of Vancouver
WILL CELEBRATE
LABOR DAY
—AT THE—
Brockton Point Athletic Club Grounds
ON
SATURDAY, Sept. 6th, 1890
An imposing procession; addresses by local speakers; sports and a lacrosse match, Victoria vs. Vancouver.
A Convention of Delegates will be held in the rooms of the V. T. & L. C., Dunn-Miller block, on Friday Evening, September 5th.
Excursion rates have been secured from New Westminster, Victoria and Nanaimo.
Delegates from outside points will be cordially welcomed.
For programme see small bills, which will be issued in a few days.
GEO. IRVINE, President. J. A. FULTON, Sec. T. & L. C.

NOTICE
BRITISH COLUMBIA
Agricultural
ASSOCIATION
Exhibition of 1890
—TO BE HELD IN—
VICTORIA
October 2, 3 and 4.
Division B, draught horses.
Classes 16 and 17 are hereby cancelled and in lieu thereof the following has been inserted

Class.	1st Prize.	2nd Prize.
16 Clydesdale Stallion	20 00	10 00
17 " Mare	10 00	5 00
16a Suffolk Punch Stallion	20 00	10 00
17a Suffolk Punch Mare	10 00	5 00
16b Percheron Stallion	20 00	10 00
17b " Mare	10 00	5 00

Regarding rules 6 and 7. Parties exhibiting thoroughbred stock and not being in possession of a certified Pedigree, will not be debarred from exhibiting such stock, but exhibitors will have to give satisfactory proof that such stock is thoroughbred should the judges require it.
C. R. RENOUF, Secretary.

F. G. STRICKLAND
Manufacturers' Agent
—REPRESENTING—
WM. HAMILTON MACHINERY MFG. COY.
McGREGOR, GOURLAY, & COY.
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JOHN BERTRAM & SONS.
GOLDIE & McCULLOCH.
E. LEONARD & SONS, and several other good firms.
Leather Belting,
Rubber Belting,
Steam and Fire Hose,
Mill Supplies.
Office over Hall's Book Store.
F. G. STRICKLAND.
OFFICE TELEPHONE, 35. RESIDENCE, 118.

RAILWAY ACCIDENT

A DISASTER BEFALLS THE NORTHERN PACIFIC RAILWAY.

A Train Goes Over the Embankment Injuring a Great Number and Killing Two—A Gigantic Union of Shipowners Formed in London in Order to Combat Trades Unions.

TACOMA, September 2.—One of the most disastrous accidents ever experienced by the Northern Pacific Railway Company occurred yesterday about 5:15 p. m. at Eagle Gorge, 50 miles east of Tacoma. At the hour named passenger train No. 2 the regular eastbound overland flyer, which left here at 2:50 p. m., running at a high speed passed Eagle Gorge, and down the heavy grade roared the long train filled with its living burden. Just as the forward engine came to a heavy curve at the foot of the grade it struck a broken rail, and over a twenty foot embankment rolled the big Decapod engine, followed by the second engine and every coach on the train save the rear sleeper. The scene that followed beggars description. Mid roaring of escaping steam mingled the shrieks and groans of the injured men and women in the cars that lay piled in confusion together at the foot of the embankment. The sleeper passengers hurried to the scene to find the engineers and firemen uninjured and working heroically to release the injured passengers. An idea of the terrible situation may be had by a description of the train. It was composed of a big Decapod helping engine, then the regular engine, baggage and express cars, two tourist sleepers, two day coaches, dining car and one Pullman sleeper. When the Decapod struck the broken rail it took it away for twenty feet and one by one each car was hurled in the air by the velocity gained by the high speed of the train, and they lay in the ditch with their living load crushed within.

The occupants could be heard crying for help. Those who were released uninjured joined in the work of rescue. The first rescued was G. E. Purple, a porter, who was severely crushed. One by one each passenger was taken out, some bruised and bleeding, others crushed and insensible. The groans of the wounded were heart-rending. Two passengers, B. E. Young and a man who could only murmur "Keppler" in a gurgling tone, were taken out, and are probably dead ere this, as their terrible injuries gave no hopes. When the work of rescuing was complete, a hurried list of the injured was made as follows: Fatally injured—Ben E. Young, umpire Pacific Northwest Baseball League of Tacoma; Keppler, a passenger who took the train at Tacoma enroute for the Eastern States. Injured—E. W. Healy and wife, of Tracy, Minnesota; Dr. A. F. Fowler, Holyoke, Mass.; Miss Fowler, Holyoke, Mass.; V. G. Frost, Ellensburg, Wn.; Elbert T. Furness, district claim agent Northern Pacific railway, Tacoma; Judd Randall, Glenville, Minn.; George Brobaska, Spokane Falls, Wn.; R. S. Campbell, Hillsboro, Ore.; E. W. Jacobs, cook on dining car Carleton; H. Woodson, porter of first tourist sleeping car; Geo. E. Purple, Edgemore, Mich.

A messenger was hurried back to Eagle Gorge to telegraph for medical assistance. In this city a rumor got out about 7 p. m. that a wreck had occurred, but no news could be got. The railroad officials were very reticent about it.

A Gigantic Union.

LONDON, September 2.—The long talked of shipping union was formed today. The avowed object of the union is to deal with labor questions throughout the world and especially to combat trades unions and to protect employers from terrorism and generally promote shipping interests. The official report of today's meeting states that several passenger lines and the bulk of the cargo trade are included in the union and capital to the extent of £70,000,000 sterling is represented.

Single Tax Conference.

NEW YORK, September 2.—The second day's session of the National Single Tax Conference was called to order at 10.30 a.m., by Chairman Louis F. Post. The committee on platform and address presented a resolution that the conference elect a committee of members to form a federation of Single Tax Clubs, that the committee have power to appoint an executive committee and adopt rules consistent with the platform and address adopted at the conference and that said committee shall call a convention upon demand of the clubs.

Exchange of Courtesies.

PARIS, September 2.—In response to an invitation extended by Admiral Rieunier, to the commander at Toulon of the British Mediterranean squadron, Vice-Admiral Hoskins commanding, entered the harbor at Toulon this morning. As the warships entered the port a salute of 21 guns was fired, which was answered from the shore batteries. The flag of France was then hoisted on the British flagship and saluted with fifteen guns. The French ironclad Formidable and the Spanish ironclad Pelayo each ran the British ensign to the foremasthead and fired a salute in its honor. A large crowd assembled upon the quays to witness the ceremonies.

Carpenters on Strike.

CHICAGO, September 2.—The second great strike of carpenters this year went into effect this morning. Of 8,000 members of the craft in the city less than 2,000 resumed work today, and by tonight it is expected most of those will have joined the strikers. The strike is much more general than has been anticipated by either of the employing associations, and far more unanimous than the promoters of it had hoped for. The men demand eight hours a day, 37½ cents an hour and arbitration of all disputes. The strike differs from last May in that any contractor that concedes the terms demanded will be furnished men by the carpenters' council.

Military Ceremony.

GETTYSBURG, Pa., September 2.—Ex-Governor A. G. Curtin presided at the exercises held by the Pennsylvania Reserve Association which were held at 3.10 o'clock this afternoon in the presence of a large assemblage. Chaplain J. H. Beal made the opening prayer and addresses were then made as follows: "The organization of reserves" by Governor Curtin, "the commander of the reserves" by Colonel John M. Taggart, "the first brigade at Gettysburg" by Lieutenant Hayes Grier. The monuments were then presented to the memorial service by Governor Beaver and were received on behalf of the society by Brevet Major C. W. Hazzard. The 6th, 10th and 1st cavalry held individual exercises this morning.

Petition Dismissed.

QUEBEC, September 2.—The petition against Murphy, M. P. P. for Quebec west, has been dismissed.

Prince George has taken up quarters at the Citadel with Lord Stanley during his stay here.

Popular Man Dead.

TORONTO, September 2.—John Kent one of the best known citizens, is dead, aged 54.

Savage Politicians.

COLUMBIA, S. C., September 2.—At a picnic in Grangeburg County yesterday Patrick Lowman and William Beckham, representing contending Democratic factions, Lowman being a straight out-and-out and Beckham, a Sillmanite, became involved in a heated political controversy. Angry words led to blows and finally both drew knives with which both fought desperately until compelled to desist from loss of blood. Lowman was terribly cut in several places and died a few hours later. Beckham will recover.

Labor Day at Vancouver.

A meeting of the committee appointed to look after the part that New Westminster is to take in the Labor Day demonstration at Vancouver on Saturday next met last night. Matters were talked over, and it was decided to ask a public subscription to provide funds to take the artillery band over with the New Westminster contingent, which will probably number 150 or more. It was decided that all taking part would be provided with badges for the occasion, which will be presented at the depot here before the train leaves.

Hotel Arrivals.

AT THE DEPOT—James Shea, Langley; John Carlson, A. Dockstaten, Port Haney; G. W. Bell, Southern railway; E. Fontaine, Jacques Ricordel, Vancouver; A. Dadigne, Barston Island; Thomas Borland, Liverpool; Thomas Read, Appley Bridge; A. B. Dixon, Matsqui.

AT THE DOUGLAS—N. A. White, Vancouver; Claude Weber, W. T. Carnicle, Blaine, Washington; E. J. Maloney, Whatcom; C. B. Sward, Matsqui; A. D. Whittier, Victoria; S. Murchison, Fairhaven, Washington.

AT THE COLONIAL—D. Drysdale, Canoe Pass; W. N. Jones, Cedar Hall; Alexander Johnston, Mrs. Lynn, Thomas Lynn, W. Creighton, J. D. Carcaden, S. H. Romans, Frank Devlin, Vancouver; J. E. Hesson, Pender Island; W. R. Wheeldr, San Francisco; J. O'Connor, Seattle; J. W. Jones, Port Townsend; H. Kessler, W. G. Marvin, Victoria; George Percival, Montreal; W. M. Scratchley, North Arm; A. Riddle, Chilliwack; E. A. Wadhams, A. Robertson, William Lylias and wife, Ladners; H. M. Tiffin, Miss Buchanan, Lulu Island.

Shark and Porpoise Fight.

Monday morning at 5 o'clock while, the bathers at Avalon, N. J., were enjoying a bath in the surf, which is permitted below the hotel up to 6 o'clock in the morning, a large school of porpoises made a dash up the coast just behind the breakers. There was over a hundred of these slippery monsters, so hard to catch in a net, and they never bite at any known bait. A good sized porpoise will devour a bushel of mossbunkers or a young drumfish at a single meal, and just now the surf is filled with small drumfish feeding at flood tide. The man-eating shark likes the same kind of diet, and many a bloody conflict ensues between these robbers of the great deep when they meet on common feeding ground. In front of the hotel there is considerable depth of water, and the porpoises came so near that many of them could have been reached with a fishing rod.

Suddenly, as the school of porpoises were tumbling over each other in play, a four foot shark made a dash out of the water, pursued by a ten foot porpoise. The porpoise succeeded in biting a piece out of the man-eater and made a vicious plunge at the shark in mid air, while the sea became red with blood.

Both fish were in a duel to the death. Neither tried to escape. The shark was the swiftest in motion, but was an unequal antagonist. The porpoise would dive under him and strike him in the belly under water, to the great discomfort of the man-eater, whose jaws were not big enough to make much impression on the tough hide of the slippery sea hog. Three times they met in mid air, and struck each other as two bull elks butt each other with their antlers.

The porpoise slowly retired ten feet, and with the swiftness of lightning struck the shark in the middle and ripped him open. The man-eater soon floated dead out on the sea, while the porpoise, badly hurt, followed his companions up Townsend inlet.—Cor. Philadelphia Times.

A Boy Congress.

After the house adjourned Congressman Belden, of New York, brought the gavel down with great dignity and called the pages to order, writes Amos J. Cummings. A page three feet high moved that the house go into committee of the whole on the state of the Union for the consideration of a bill increasing the salaries of the employes of the house. Belden put the question with the most profound gravity and it was carried. Thereupon the genial congressman called the smallest page on the floor to the chair, retired to his seat and enjoyed the fun for an hour or more.

Then a tow headed page moved that the committee rise and report the bill favorably to the house. The motion was carried, and Mr. Belden again resumed the chair. The three foot page descended the steps and appeared at the bar. He reported the proceedings of the committee with precision and dispatch. Then the previous question was ordered, the bill received its third reading and was put upon its final passage. It was carried. The little page gravely moved to reconsider it and lay that motion upon the table. "There being no objection," said Belden, "it is so ordered." Young Dean Halford, a nephew of Whistling Elijah, then moved that the house adjourn. This was carried, and Mr. Belden gave the desk a parting whack and received the congratulations of the pages.

Here are a few amusing blunders that have just occurred in examinations in Boston public schools: One little girl said that "In 1620 the Pilgrims came to Massachusetts for the purpose of fighting the battle of Bunker Hill." Another said: "In 1682 William Penn explored Pennsylvania with a crew of Quakers." In another paper a small boy, who had evidently heard that the English people were fond of meats, said that of all the countries he had rather visit England, because he would like to see the Thames river and the beef eaters.

DOES IT MEAN WAR?

THE COOLNESS BETWEEN THE CZAR AND KAISER.

European Affairs have not Improved with the Emperor's Visit to the Czar—Liverpool Labor Congress—A Disabled Ship—Claims Heavy Damages—Chinamen Arrested.

LONDON, September 2.—It is believed at Rome that the report of the coolness between the Czar and Emperor William is well founded. The impression given is that Russia and France are ready to adopt a menacing attitude toward the parties to the triple alliance, Germany, Austria and Italy, and the refusal of King Humbert to personally greet the French squadron when it visited Spezzia, is believed to be a mark of Italy's distrust of France on account of her alliance with Russia. The two incidents taken together are considered as possible auguries of coming trouble.

Liverpool Labor Congress.

LIVERPOOL, September 2.—The congress rejected the amendment censuring the committee appointed by the last congress for failing to draft an 8 hour bill in accordance with the instructions of last congress.

A Disabled Ship.

SAN FRANCISCO, September 2.—A London despatch to the Merchant's Exchange this afternoon says that the German ship Rudolph von Bennigsen from Cardiff for Esquimalt, B. C., has put into Montevideo leaking badly.

Claims Heavy Damages.

OAKLAND, Cal., September 2.—The $15,000 damage suit of Dr. Rome against H. H. Hart and James Crisp Perry went on trial today. This is a suit growing out of the Blythe case. Rome was arrested on a charge of conspiracy to kidnap Florence and was kept in jail some months but on his second trial he was acquitted.

Chinamen Arrested.

TUCSON, September 2.—Two Chinamen caught crossing the Mexican border were brought here this evening by the United States marshal, and are now in jail.

Defective Census.

NEW YORK, September 2.—The board of aldermen today passed resolutions alleging the recent census of the city is defective and that local statistics indicate that it is deficient to the extent of not less than 200,000 persons and applying to the President of the United States, the secretary of the interior and superintendent of the census, to order a recount.

The Central Strike.

BUFFALO, N. Y., September 2.—The *News* tonight says it was learned at noon today that a large meeting of strikers was held at East Buffalo last night and the strike formally declared off. The men were told to go and get any positions they could. This morning strikers flocked to the East Buffalo yards and dozens asked for reinstatement. They were refused old positions by Mr. Malcory, who said he had strict orders not to take any of the men back. The strikers are bitter about the way they were treated by the labor leaders, who induced them to strike. They claim the men went out without knowing why they struck. It appears from the declaration of the men that the strike had never been ordered. Major McGowan, of the Albany K. of L., was in Buffalo a few days before the switchmen struck. Without consulting master workman Moriarty or anybody else he went out to East Buffalo at 3 o'clock in the morning and told the Knights crews to quit work. He told that the Central road had been tied up. The result was the men struck, believing they had been ordered out by Grand President Sweeney. Sweeney was telegraphed to on the Monday following and the men received information that Sweeney had not ordered the strike but that they had gone out on word of a Knight of Labor. They could not return to work until ordered to. Many who wished to go back were afraid of being called non-unionists.

Haney Notes.

HANEY, B. C., September 2.—An interesting and very peculiar Chinese assault case was tried before H. Ferguson and H. J. Harris, J. P.'s, yesterday. The evidence clearly proved that gambling is being carried on, on a very extensive scale by the Chinese at this place, and that the case was really a gambling dispute. However, the defendant in the case was fined $1 and costs amounting to $16, which he immediately paid and departed with a smile. It is to be hoped that the Government will give the Chinese of this place the attention which their case demands.

Believed to be Worth Millions.

It is not known here in what way the death of R. D. Atkins will affect the Hall mines. While the terms of the agreement made this spring between the Halls and the other co-owners on the one side and Mr. Atkins and his partner, Mr. Ramsey, on the other side are not positively known, as we believe it has not been placed on record, it is generally understood Messrs. Atkins & Ramsey secured a half interest in the property for comparatively a very small consideration. The Victoria parties who jumped two of the locations last winter have never showed up to do the necessary assessment work, therefore they can certainly have no valid claim on the property. That the lease made in the fall of 1889 to certain Canadian Pacific officials will ever seek to be enforced is very doubtful, as the parties who were behind the officials do not want mining property involved in litigation. That the Halls will realize a fraction of what they are entitled to is questionable. The Hall Brothers are men who deserve well, for they are both honest and fair dealing. That their property is in its present muddled condition is owing entirely to their following the advice of men who are badly afflicted with the complaint generally called "swelled head." Work is being prosecuted on a tunnel that, after running over 300 feet, will tap the the bottom of the present incline shaft, which is down 162 feet. This property is said, by all who have seen it, to be one of the most promising in America. Over $60,000 worth of first-class ore is now on the dumps, besides all the second-class ore taken out during the two seasons it has been worked. As an evidence of the richness of the ore, that shipped to Anaconda, Montana, ran from 300 to 570 ounces in silver and from 28 to 43 per cent copper. The ore body at the bottom of the incline shaft is over 40 feet wide and neither wall exposed. No one is allowed to go on the property, and no specimens are given to anyone, not even for exhibition purposes.

Heretofore *The Miner* has refrained from making mention of these properties, simply because it was thought best not to advertise their known richness pending litigation; but as that litigation is virtually estopped because of the Victoria jumpers failing to do the assessment work required by law, it is the province of a newspaper to give the facts upon which a mining district bases its claims in asking for the aid of outside capital; and, virtually, the early development of Toad Mountain District depends greatly on the course pursued by the owners of the Hall properties. One thing is certain, if the Halls owned the property themselves, free and unincumbered, with a practical mining man as adviser and superintendent, 500 men would today be drawing pay on Toad Mountain. As it is, less than 20 are "working for wages."—*Miner.*

SAPPERTON NOTES.

An Interesting Budget of News from this Growing Suburb.

Splendid headway is being made on the erection of the new Catholic orphanage and house of refuge by Mr. McKay, the contractor. The Sisters of the Good Shepherd expect to be able to occupy their new house about the end of the present month. It is understood that several applications from the interior of the Province for admitting children to the institution as soon as it is ready, have been received.

The sanitary condition of this locality is remarkably good now since the council have ordered a Chinese gardener on Columbia Street east to keep his hogs away from human habitation. The only place there seems to be any complaint at all about now, is on Brunette Street, where one of our "best" known citizens is in the habit of piling the manure from his horse stable directly on the street. For the sake of the health of our people it is necessary that the sanitary inspector should visit the place.

Building operations this year are going on with wonderful rapidity, and during all these years since the Sappers arrived, the number of houses built altogether does not equal the number put up this year. At present there are about fifteen of the neatest little cottages imaginable going up, while three times that number will be nearer the mark for the number of new houses. And yet there is not a house to let in Sapperton today. Mr. John McKinney, of Maple Ridge, who was the sergeant of the Sappers and Miners, and who landed on this spot over 30 years ago, is building a couple of houses to rent on Brunette Street, and next spring it is his intention to erect a handsome residence when he will return here to reside the remaining days of his life.

Good progress is being made on the new Methodist Church which is being built in front of the Royal Columbian Hospital on a street running from Brunette to Columbia. It will be ready for services about the end of this month.

The Presbyterians have accepted a lot on the north side of Columbia Street where in the near future a church will be built.

The people of Sapperton are living in hopes of being able to boast of a far superior school house than they now have. The house now used for a school room is altogether too small for the accommodation of all the pupils, and as a consequence many parents are obliged to keep their children at home rather than allow their health to be impaired by being enclosed in the room the greater part of the days. Mr. Strople is greatly in need of a couple of assistants, which he will likely receive when the new school house is built.

The improvements on Columbia Street are going on as rapidly as possible, and when completed it will have the effect of giving an upward tendency to property. The work is being performed by day labor and under the supervision of Mr. Thos. Allan it will doubtless be satisfactorily done.

Mr. Terhune, who is building the hull of the new ferry boat, has a large force of men at work. All the elbows have been fastened together, and within the course of a couple of days planking the hull will be commenced.

The Royal Columbian Hospital is an institution of which the city as well as Sapperton may well be proud. The visiting book has inscribed upon its pages the names of people from all over the continent. There are sixteen patients in the hospital, most of whom are old-timers.

Jamieson, Cochrane & Co. do a thriving business with their brewery, and many a man, after walking out to Sapperton on a hot, dusty day, has had the cobwebs washed down by calling upon them.

The Exhibition.

Mr. Secretary Pearson is well advanced with his preparatory work for the great exhibition in this city next month, and little now remains to do, except for the exhibitors, who are urged to make their entries early. Many people have articles which it would be really interesting to place on the tables for inspection, but they simply do not care to take the bother. This is a highly important matter for the success of our fair this year, that everyone should make a special endeavor to show something whether it is named on the prize lists or not, for it goes to fill up space and increase the interest. The building this year, as everyone knows, is twice the size it was a year ago, and there should be no vacant spaces. The exhibits from the other cities of the Province will be very large, and Westminster should not be behind. It is reported that the number of exhibits from the Island will be far larger than last year, and Vancouver also promises well.

A meeting of the directors of the Agricultural Society will be held next Tuesday evening, when many of the preliminaries and other matters will receive the attention of them.

About Five Miles of Track Laid.

Cars are now running to a point about five miles east of Sproat on the Columbia & Kootenay, the rolling stock consisting of 16 flat cars and a caboose. The grade is not yet completed to the Slocan, although the contractors, Whitehead, McLean & McKay, expected to be through and out of the country by the 1st of September. As it is now, they will do well to be out of it by October 1st. A foreman reports that Keefer & Co. will have little difficulty in finishing up their contract to a point a mile and a half below Nelson, by October 15th, provided they retain their present force. Subcontractor Fitzgerald is getting along very well in the cut at the river crossing, about 5 miles below Nelson, considering the number of men he has employed. He expects to come out even on his work. While the right of way has been ordered cleared on the south side of the Kootenay River, the order has not yet been given to begin actual work, and Subcontractor King is reported as disgusted and tired waiting to be assigned his work. If the road could be completed to navigable water on the river by October 15th, fully 2,000 tons of ore from Nelson and Ainsworth would be shipped to the Revelstoke smelter this fall.—*Miner.*

Telephone No. 85 — Armstrong Block, New Westminster

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SHIPPING AGENTS

On hand direct from England, large stock of liquors, vitrified drain pipes. Orders taken for iron (bar and sheet), gas and water pipes, galvanized iron ware, tin plates, rails, and all classes of metal work.

THE TRUTH is printed every morning except Monday, and will be sent to mail subscribers at the following strictly in advance rates: 1 month 50 cents, 3 months $1, 6 months $3, 1 year $6. Delivered by carrier in New Westminster, $1 a month. The weekly edition is printed every Saturday, and will be mailed 3 months for 50 cents, 6 months $1, 1 year $2.

CLUB RATES: The weekly edition will be mailed to clubs of not less than 5 for $1 a year each, the names to be sent in at one time.

REGULAR ADVERTISEMENTS will be inserted in the daily edition at the following monthly rates, payable on 1st day of each month: Per inch down the column $2 [illegible] position advertisements $3.50. In the weekly it at $1.50 an inch per month. No patent medicine advertisements inserted in either edition.

TRANSIENT ADVERTISEMENTS (in either daily or weekly) 10 cents per line for first insertion and 5 cents per line for each and every subsequent insertion, nonpareil measurement (12 lines to the inch) payable in advance.

LOCAL NOTICES 15 cents a line, contract rate 10 cents a line, each insertion in daily. Weekly rate 15 cents a line each insertion.

BIRTH, MARRIAGE AND DEATH notices will be charged at the rate of 50 cents per notice.

JOB PRINTING (such as letter, note, statement, and bill heads, envelopes, circulars, dodgers, posters, cards, tickets, etc.) in good style and at reasonable rates. Orders from mountain business men will receive prompt attention.

ADDRESS: THE TRUTH, New Westminster, British Columbia.

The Truth

Daily Edition.

NOTES AND COMMENTS.

The protectionist papers of this country are just now engaged in an energetic effort to prepare the public mind for the coming elections. It is apparent that they anticipate a considerable falling off in the protectionist sentiment, and that they think it a matter of very considerable doubt whether the people will continue to give the nostrum another five years trial. The organs are "pointing proudly" to the increase in the manufacturing industries since the introduction of the "National Policy," but they do not also point out that many of those industries are wholly sustained by a system of taxation nothing short of public plunder. No better proof of this fact could be produced than the operations of the cotton manufacturers of Canada. A few weeks ago it was announced that all the cotton mills of the country had entered into a combination whereby one or two of them were closed in order to prevent over-production, and the profits of those remaining in operation were arranged to be divided among them all. The result of this move has had the effect that was intended, for prices of cotton goods have already advanced considerably and during the next few months they are expected to go up very much higher. It is only under a system of protection that such a thing would be possible. It is immoral as well as illegal, but its illegality is overcome by a flaw in the Anti-Combines Act. The only thing that will prevent this combine from charging twice or three times as much as it gives value for is the fact that the tariff is not high enough to permit it to do so. But that it is a species of downright robbery there can be no doubt.

We have recently read in the leading protectionist paper of the Dominion, the Toronto Empire, a letter written by Mr. E. Gurney, of this Province, in which he boasts that protection has reduced the imports of cotton goods into Canada from $11,000,000 to $5,000,000. The writer continues:

"Then why the falling off? It is easily answered. In 1882 the manufacturers of other countries did the work which our countrymen are doing now. The manufacturers of other lands were pocketing the handsome sum of $6,000,000 which our own people are earning and receiving today. Better pay Canadians $6,000,000 annually to keep them fed and clothed than send out this sum to help foreign laborers. 'Charity begins at home,' they wisely say, and on this prudent line we are operating."

This is the style of argument they use, but it is a simple matter to show that it results simply in huge benefits to the few at an enormous expense to the many. In the first place it is an evident fallacy to say that that $6,000,000 or a great proportion of it, remains in the country. The raw cotton has to be imported, and the money paid for it necessarily goes out of the country, because cotton cannot be grown in Canada. The next point of objection is that while under the old system of revenue tariff the consumers of cotton in Canada paid six millions to English manufacturers for a certain quantity of goods, under protection these same consumers paid at least eight millions to Canadian manufacturers for an equal quantity of goods. Any merchant who has been handling cottons in Canada for the last ten years knows that shortly after the protective tariff was inaugurated the prices of cotton goods went up from 15 to 25 per cent. Who paid the additional sum? The millions of Canadian consumers. Who pocketed the additional sum? The half dozen Canadian cotton manufacturers. But the additional price was not all the people of Canada had to pay to support protection. That policy shut off $6,000,000 worth of imports, which paid duties, under the previous tariff for revenue, of $1,050,000, the rate being 17½ per cent. Here is a loss of over a million dollars annually in revenue, which the people are compelled to make up in some other way. The enormous cost of maintaining these industries in this country is thus shown to be altogether a one-sided [illegible], and it is not to be wondered at that the great body of Canadians are questioning most seriously the advisability of continuing it. Many other industries besides cotton are in the same category and when the exactions of the whole of them are met, what wonder that the wage earner finds at the end of the year that he has no surplus,—that all his hard labor of a twelvemonth has gained for him only a bare subsistence.

Our cablegrams this morning indicate that the Emperor of Germany and the Czar of Russia are in a condition of more or less frigidity towards one another. The young Emperor is apparently a man not to be trifled with. It is singular how rapidly he has grown in the confidence of the German people. Bismarck has been sequestered, and the Germans seem neither to be sorry for it nor to feel alarmed that with the helm in so young a hand there is danger ahead. In the brief interval since the Iron Chancellor was laid aside a marvelous change has taken place in the condition of Europe, and especially in Germany's relation to that condition. So pronounced has been the change that it is almost impossible to reconcile the mind to the facts in respect to the conditions which existed six months ago. At that time labor demonstrations of the most formidable character, socialism, and every form of unrest and turbulence run riot or were threatened in every capital of Europe, and the 1st of May was looked forward to with serious apprehension. More than one close student of the situation ventured a prediction of impending disaster, and some went so far as to specify the order in which one after another throne would topple, and this, that and the other dynasty would be overthrown. Germany, especially, when the "Iron Chancellor" was excused from holding his strong hand on her helm, was considered doubly doomed. But the 1st of May passed, and the 1st of September also Germany is not doing as much threatening, or warning, or notifying, as of yore. William is milder and quieter than Bismarck was, but none the less is he the indisputably central figure in Europe. And mild and quiet as William is, his empire is no less so. Not since the unification has there been a time when order and contentment were more general within her borders. Socialists vie with Conservatives in loyalties of their sovereign. And in a quiet, general way, his amicable relations with England and Turkey, Austria, Italy and even Russia, apparently have been strengthened. It is even given out that in his wanderings he has made an arrangement which may take rank among the most statesmanlike events of the century. By way of "casting an anchor to windward," and as an additional safeguard against a possible Russian aggression, William is said to have looked at annexation of Finland to Sweden and Norway and the erection of their joint territories into another great northern empire. All of which suggests that heredity may have been at work, and that William has inherited the astuteness and administrative ability of Frederick the Great, if not his warlike ability and disposition. And it may turn out that even the possessor of these is but hidden behind a mask of cunning inherited with the Hanoverian blood. He may not be as great as the founder of his line, but enough has already transpired to prove that the world was at fault in considering him a weakling.

Tenders for Street Work

TENDERS will be received at the City Hall, New Westminster, up to 4 p.m. on

Friday, September 5th, 1890,

for the clearing and grading of [illegible] Square.

Tenders to be addressed to the "Chairman of the Board of Works," endorsed "Tenders for Street Work."

No tender will be entertained unless accompanied by a deposit equal to 5 per cent of amount of tender, which shall be forfeited if party tendering declines to enter into a contract when called upon to do so. In the event of a tender not being accepted, the deposit will be returned. [illegible]

Plans and specifications may be seen in the City Engineer's Office, City Hall.

The lowest or any tender not necessarily accepted.

[illegible], Chairman Board of Works.

New Westminster, Sept. 3rd, 1890.

WESTMINSTER-VANCOUV'R Tramway Co'y Limited

NOTICE

TENDERS will be received at the office of the above Company on or before

MONDAY, SEPTEMBER 8th NEXT

for the delivery along the Company's line within New Westminster City of

4000 Ties, 7 x 8 Inches, 7 feet long; 150 Poles, 40 feet long, 12 inches at base and 8 inches at top.

To be delivered in two weeks from awarding of contract.

The lowest or any tender not necessarily accepted.

Specifications can be seen at the Company's office.

[illegible], Secretary.

New Westminster, August 30.

Mr. J. P. Silvernail, A.M.

OF

BROOKLYN, N. Y.

Professor of Elocution

will give an evening of

Dramatic and Humorous

Readings and Recitations

AT

HERRING'S OPERA HOUSE

ON

Wednesday Evening, Sept. 3rd.

Commencing at 8 p.m. Reserved seats on sale at Herring's Drug Store. Admission, 50 cts.; reserved seats, 75 cts.; gallery, 25 cts.

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Orders left at Dickinson's Butcher Shop will have prompt attention. Give us a trial and judge for yourselves.

W. H. VIANEN

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JAMESON, COCHRAN & Co., Proprietors.

TO LET.

FURNISHED ROOMS in the Russell House.

M. GRAY.

FRASER RIVER IMPROVEMENT

Notice to Contractors

SEALED TENDERS, subscribed "Tender for Fraser River Works," will be received by the undersigned up to noon of Saturday, the 6th of September next, for Mooring and Mattress Mattresses at the mouth of the Fraser River.

Specifications, including condition of tender, drawings and conditions of contract, can be seen at the Post Office, New Westminster, and at this office, on and after the 20th instant.

Tenders must be made out on the forms supplied.

The lowest or any tender not necessarily accepted.

F. C. GAMBLE, Resident Engineer.

Department of Public Works, Victoria, B.C., 14th August, 1890.

FRASER RIVER IMPROVEMENT

Notice to Contractors

SEALED TENDERS, subscribed "Tender for Piles," will be received by the undersigned up to noon of Saturday, the 6th of September next, for supplying and delivering, to the Snag Boat Samson, at [illegible], at the mouth of the Fraser River, Fir or Cedar piles. About 250 piles, 30 feet long, and 150 piles 25 feet long, will be required. Each pile must be reasonably straight, of sound, green Fir or Cedar, cut off square at both ends, and not more than 15 inches in diameter at the large end, nor less than 8 inches in diameter at the small end.

First delivery, of 100 piles of 30 feet length, to take place on or before the 1st October; the remainder to be delivered on or before the 15th October next.

Tenders to state price per lineal foot.

The successful tenderer will be required to deposit ample security for the due fulfilment of the contract.

The lowest or any tender not necessarily accepted.

F. C. GAMBLE, Resident Engineer.

Dept. Public Works, Victoria, B.C., 14th August, 1890.

MICHIE & OTTAWAY

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DECORATORS, Etc.

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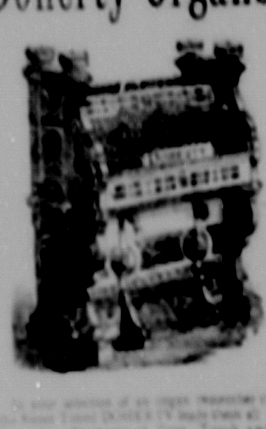

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AT THE OLD STAND AT

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TO ABBOTSFORD

From Vancouver Via Mission-Sumas Branch of C.P.R.

From Seattle Via Lake Shore & Eastern Railway.

McMASTER & CO.,

WHOLESALE

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J. PIERCY & CO.,

WHOLESALE MANUFACTORY

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STEMLER & EARLE,

Proprietors of the PIONEER STEAM COFFEE AND SPICE MILLS. Ground Coffee, Green Spices put up in any style of package desired and guaranteed strictly pure. All orders for the above addressed to me will have prompt attention.

THOS. EARLE.

W. E. DICKINSON,

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Office opposite Canadian Pacific Navigation Co.'s Wharf. Telephone Calls: Office 12, Residence 71.

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The steamer EMMA is now in all order for towing. Parties wishing first-class work should apply to Captain McCONNELL on board, or to MATHERS & MILLIGAN, New Westminster, or W. S. COOK, Treasurer.

FRANK BOOTH

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Manufacturers and Dealers in Rough and Dressed Lumber, Shingles, Shakes, Laths and Pickets.

Salmon Boxes, net Floats, Trays, and all kinds of Wood Furnishings for Canneries, Doors, Frames, Windows, Mouldings, Blinds, Railings, Balusters, Brackets, newels. All kinds of Plain and Fancy Turned Wood

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FORD PROPERTY

On the HILL east of Royal Columbian HOSPITAL. Fronting COLUMBIA STREET and extending down the slope to BRUNETTE STREET (Pitt River Road), the property is beautifully situated and well laid out. Every lot staked. The contract already let for opening and clearing streets.

Two New Churches

And a large new School House to be erected at once on this property.

We can safely recommend this as one of the best if not THE BEST place and chance for to invest a few dollars when it will double within the next

SIX MONTHS

That there is to be found in British Columbia or any other country, and it won't last long.

Columbia Street improvements leading to this property now going on, Water Works main runs through one of the streets. In fact for locality, beauty, chance for investment at prices (for the present only) it may justly be termed the

CREAM OF SNAPS

And it won't last long.

MAJOR AND PEARSON

New Westminster, August 9th, 1890.

STORY OF THE DISCOVERY AND GROWTH OF THE OIL FIELDS.

The Land on Which the First Well Was Found Was Traded for a Cow—Many Men Were Ruined Before Fortunes Were Made—Names of Some Early Wells.

Very few people are cognizant even in western Pennsylvania of the rapidity of development in the petroleum business from the time, thirty-seven years ago, when it was known as Seneca oil.

Active operations began in 1858, when Col. Drake, of New Haven, was employed to sink an artesian well for Bissell & Eveleth, who had leased the Titusville oil springs in 1854 from Brewer, Watson & Co., paying them $5,000 for a ninety-nine year lease.

A few years before the land had been traded to a man named Chase for a cow. At first Bissell & Eveleth had trenches dug, which filled with water and oil, and this was pumped into vats. The well drilled by Drake struck oil at a depth of 69½ feet. It September it pumped forty barrels a day, which sold at 50 cents a gallon. It began to hurt the coal oil distilleries which made oil from shale and cannel coal.

Operations spread down Oil creek, and in December, 1859, a well was struck at the Buchanan farm, near Rouseville, but it was a small one. Mr. Harper states that the first crude oil delivered in Pittsburg was from the Albion well, on the Allegheny river, owned by Phillips, Frew & Co. This well made fifty barrels a day. The oil sold at 30 cents a gallon, with the provision that the barrels be returned. The machinery, supplies and men necessary to drill the well were shipped in the old canal packet Crystal Palace.

WHEN WELLS MULTIPLIED.

In 1860 the petroleum trade began to be recognized as a business worth something more than curious mention, but its magnitude had not impressed itself, for the people rated production of crude in gallons and not in barrels. There were no oil exchanges to rouse public attention. Some big wells made their appearance, but not many. The Hamilton-McClintock, two miles above Oil City, started off at sixty gallons a minute, and was worth 22 cents a gallon at the wells. The Economites began to take in shekels at Tidioute, and refineries began to spring up in various places. Crude sold in this city at 60 cents a gallon.

Royalty to land owners, now ranging from one-eighth to one-fourth delivered in pipe lines, then ranged from one-fourth to three-fourths, and the oil was furnished to the land owner in iron hooped barrels, which ranged in price from $2.50 to $3.25 each. This arrangement bankrupted some operators in 1862, when the price of crude dropped to 10 cents a barrel, and they allowed many thousands of barrels to flow into Oil creek and down the Allegheny river. As Senator Ingalls might say, their iridescent dreams of wealth were speedily dissipated. In September three-quarters of the oil in barrels furnished by the operators was paid for the lease of a lot twenty-five feet front at Titusville.

In 1861 the greatest wells ever struck were brought in on Oil creek. One in Butler county, on the Marshall farm, some years ago made a larger flow at the outset, but it did not hold out long. The breaking out of the rebellion and consequent panic prostrated petroleum business in the early part of the year, but a revival of the industry took place during the summer as the prospect began to grow for increased uses for oil. In August there were 800 wells between Oil City and Titusville. In September the Phillips No. 2, on the Tarr farm, was struck. Its first day's production was 4,000 barrels. The Empire was also flowing 2,500 a day. The oil was so plenty that wells were plugged, when they could be thus restrained, but many thousands of barrels were allowed to run into the creek, and the Allegheny river was covered with oil for many miles below Franklin.

GROWTH IN 1862.

The Woodford well on the Tarr farm was struck in December and made 5,000 barrels a day. This well ruined the Phillips No. 2, and in turn was ruined. The water was not cased off in those days, and when the tubing was drawn at the Phillips the Woodford began flowing [illegible]. The same trouble developed at that time on the upper end of the Blood farm. It is said the boring of the Woodford well was instigated by pure buggery, with intent to ruin the Phillips No. 2. The attempt was successful, but it didn't pay the owners of the Woodford. The Coquette was also one of the old time spouters of great renown. She was owned by Dr. Egbert, who now does business at 96 Fourth avenue, this city.

The year 1862 was more memorable for trade agitation regarding oil than for large wells. The market in this country broke down this year, though a gallon of refined cost in this city as much as a barrel of crude does today. The cost of hauling was immense, and pipe line projects began to take shape.

The teamsters and their friends in the oil country were a powerful party, and they opposed the pipe line proposition, and some lines were destroyed in places and there were riots. Congress proposed to lay a tax of five cents a gallon on crude, more than twice what it sells for now, and ten cents a gallon on refined, and meetings of producers were held to protest. Titusville was then the center for the producers. The cost of sending a barrel of oil to New York was $1.45, and steamboats charged $2 a barrel for bringing it from Oil City to Pittsburg. Crude ranged in price this year from 10 cents in January to $2.25 per barrel in December at wells. Some people were ruined and others made colossal fortunes thereby, but the Standard hadn't been born, and the surplus was only 100,000 barrels in October.—Pittsburg Dispatch.

Sold Again.

"It's a bully site for a coal yard!"
"What is?"
"Anthracite."—New York Herald.

THE REMARKABLE RAPID GROWTH OF THIS NOVEL CRAFT.

Its Business Possibilities—The Cunning Boats Are Used Chiefly as Auxiliaries of the Large Yachts—The Cost of an Ordinary Twenty-five-Footer Per Hour.

Naphtha launches appear to be established facts, so far as the purposes for which up to the present they have been designed are concerned. Few inventions have been met with deeper prejudice against them and with quicker acceptance at the same time. At first everybody was afraid that they would explode, for naphtha in its various uses has been on record as a terrible destroyer in cases of misapplication or improper treatment. The method, however, by which naphtha is made to serve as a fuel precludes any possibility of explosion. That, at least, is what the inventor and the manufacturers say, and experience thus far has confirmed their statement. That the yachting public generally has accepted this is evidenced by the fact that nearly 600 naphtha launches are now in use, and that manufacturers are crowded with orders months in advance.

The inventor of the naphtha motor is Mr. August W. Ofeldt. The launches made under his invention, wherein naphtha is the exclusive motive material, are not now in his control, for he sold his inventor's interest in the patent.

Mr. Ofeldt was born in Sweden about fifty years ago, and he gained his scientific and mechanical education there. He came to this country twenty years ago. It was while he was working with gasoline that the idea of utilizing naphtha as a motive agent occurred to him. That was ten years ago, and for five years he studied and experimented before he constructed an engine that satisfied him. That engine is still in use in New York waters, and generally appears at events where naphtha launches are likely to be. It is set up in a small black boat that looks as if it might once have been a rowboat, and its name, painted in conspicuous white letters, is "The Original No. 1."

When J. A. Bostwick, Clement Gould, John J. Amory, Edward V. Cary, and others with capital took up the invention, they began making boats specially designed for the naphtha engine, and eventually they acquired Mr. Ofeldt's interest. The inventor says that there is still room for improvement in the engine, and that he proposes some day to bring out one that will open a new era in pleasure navigation, and possibly lead the way to the use of naphtha in larger marine enterprises.

At present naphtha launches are used almost exclusively as yachts, though there are ferries here and there over which passengers are carried on them, and some of the larger steam yachts have abandoned steam launches for naphtha boats as tenders. People who are not familiar with them are often astonished to see a trim little boat, with a bright brass funnel in the extreme stern, scooting speedily about, emitting a rapid, sputtering cough, but showing no sign whatever of smoke or cinders. The funnel is apparently all there is to the engine, boiler or coal bin, if the term may be used.

If one could look down at the bottom of the boat, beside the base of the funnel, one would see several small wheels in a complex arrangement, a gauge, a pump handle, and on a bar running across the boat four cocks. That is all one could make out of it unless one were an expert mechanic, and all one would need to know about it in order to run the boat, except that the supply tank of naphtha is under the forward deck, connected by pipes with the gauge, pump and cocks. The celebrated inducement set forth by another concern might be modified by the naphtha launch manufacturers into "You turn the knob and we do the rest." The amateur needs only to know what will be the effect of turning each cock and when to pump in order to be captain, crew, stoker, engineer and pilot of his launch, for steering also may be done at the engine, so simple is the task of looking after it.

It takes five minutes to get up "steam," to use another misnomer, on a naphtha launch. Then all that is necessary is to work the pump a stroke or two, apply a match to an opening in the surface of the funnel, turn a cock, and let her go. From that time the launch will go continuously for fifty hours. Then the supply will be exhausted, and the forward tank will have to be replenished. The engine may be stopped at any instant by shutting off the supply of naphtha, which is equivalent to turning out a gas jet, and the engineer may go home at once, with no cleaning up to do and no fires to rake down.

These launches are from eighteen to fifty-three feet long. The draught varies from eighteen to thirty-eight inches. Six to ten persons may be carried safely in the smallest boats. The most popular style of launch is the twenty-five-footer, in which there is room for twenty passengers. It costs fifteen cents an hour for the power necessary to run a boat of this size.

A curious use to which naphtha engines have been put recently is as auxiliaries to sailboats. There are five or six yachts on the sound, yawl rigged, that have naphtha engines and screw wheels. They are so constructed that the wheel does not impede the progress of the boat, and the power may be turned on, when once started, at an instant's notice. The utility of this device is apparent in case of calms, when the engine will send the boat along at six miles an hour. The engine is also used in putting about, this maneuver being accomplished with remarkable celerity when the power is applied. The speed of ordinary naphtha launches is about seven miles an hour with a four-horse power engine. Some launches with six-horse power engines have made a recorded speed of ten statute miles an hour. The speed might be increased by putting in engines of greater horse power, but this would add so considerably to the expense that the manufacturers have not as yet deemed it advisable to construct such boats.—New York Sun.

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Gold Dust and U. S. Currency purchased at highest market rates.
Sight Drafts and Telegraph Transfers, San Francisco, New York and Canada.
Exchange on London, available in all parts of Europe, England, Ireland and Scotland.
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Choicest Brands of Imported Cigars, Fine Cigarettes, Fancy Imported Pipes, Pouches, Cigarette and Cigar Cases, Smoking Caps, &c., Choice English Smoking TOBACCOS, ETC.
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Crown and Bridge work a Specialty.
Gas and Vitalized Air administered for painless extracting. At office day and night over Bank of B. C.
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BOATS FOR HIRE
Beyond Royal City Planing Mills
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JUST RECEIVED!
A fine assortment of Men's and Boys' English and American
Lacrosse Shoes
Also a full line of Ladies' and Gents' Tennis Shoes; best quality
WM. JOHNSTON,
COLUMBIA STREET

LAND REGISTRY ACT

The westerly 24-25ths of Lot 22, Block III in the suburbs of New Westminster.

A certificate of indefeasible title to the above hereditaments will be issued to Thomas John Trapp on the 8th day of November, 1890, unless in the meantime a valid objection thereto be made to me in writing by some person claiming an estate or interest therein or any part thereof.

T. O. TOWNLEY, Deputy Registrar.
Land Registry Office, New Westminster, 25th July, 1890. 273-3m

E. BROWN & COMP'Y
Importers and Wholesale and Retail Dealers
Wines, Liquors, Cigars
Columbia St., New Westminster.

B. C. MONUMENTAL WORKS COLUMBIA ST.
Just received another large shipment of
New Brunswick Red Granite
I have at present in stock MONUMENTS, HEADSTONES, TABLETS, Etc., in the following kinds of material:
New Brunswick Red Granite
Vermont Light Blue Marble
Vermont White Marble
Scotch Grey Granite
Scotch Red Granite
Italian Marble
Swedish Red Granite
Mountain Dark Marble
Sutherland Falls Marble
Vermont Dark Blue Marble
ALEX. HAMILTON, PROPRIETOR.
26-tf

To Cannerymen
LEVI'S Can Protector can be had on application to
Corbet & Cliffe
Over Mather & Milligan's Store.
Any Person found using them without the Patent Brand will be Prosecuted.
THOS LEVI.

Old Wellington
The best **COAL** on the Coast
From the Dunsmuir Mines
For Sale by **H. ELLIOTT,**
Ewen's Wharf
Orders left at the store of Wm. McColl, Columbia Street, or at my office, will receive immediate attention. 187-tf

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Rates per day, $1 and upwards. Board and lodging, per week, $5 and upward, according to room.
MEALS AT ALL HOURS, DAY AND NIGHT.
Served in first-class style.
PHIL. B. SMITH, Manager.

STEWART & CASH, PROPRIETORS
Rates $1 to $1.50 per day. Reduced rates by the month. Refurnished and refitted throughout in first-class style.

TELEGRAPH HOTEL
Front street, opposite Ferry Landing.
Board and Lodging $6 per week; Single meals 25 cents; Beds 25 cents. The Bar is supplied with the Choicest Wines, Liquors and Cigars.
MARY HOGAN, Proprietress.

AMERICAN HOTEL
Columbia St., New Westminster.
THOMAS LEVI, Prop
RESTAURANT ATTACHED.
The bar is supplied with the best of Wines, Liquors and Cigars. Terms Moderate.

MERCHANTS' EXCHANGE
The handsome saloon near C. P. R. depot is now fitted up and stocked with a good supply of genuine
LIQUORS AND CIGARS.
Local and foreign newspapers taken. Call and taste the "Good Cheer."
JAMES PUNCH, Proprietor.

NOTICE.

HIS HONOUR the Lieutenant-Governor has been pleased to make the following Rules of Court:—

1. There shall be a vacation in the Supreme Court from the 11th day of August to the 20th day of October, 1890, both days inclusive, during which vacation no pleading shall be delivered or cause tried.
2. Nothing in these rules shall interfere with the delivery of pleadings, or trial of causes triable, or proposed to be tried, elsewhere than at Victoria, New Westminster or Nanaimo.
3. Nothing in these rules shall interfere with trials in vacation when such trials have been ordered before the commencement of such vacation, nor with any trial the hearing whereof has been begun before the commencement of such vacation, nor with the delivery of any judgment where such matter has been argued before the commencement of the vacation, nor with the taxation of costs and the signing of judgments.
4. Nothing in these rules shall interfere with applications for judgments under Rule 15 of the "Supreme Court Rules, 1880."
5. Nothing in these rules shall interfere with the pending sittings of the Full Court, nor with the right of appeal to the Divisional Court from any interlocutory order, or the refusal of any interlocutory order.
6. These rules may be cited as the "Long Vacation Rules, 1890."

By Command.
JNO. ROBSON, Provincial Secretary.
Provincial Secretary's Office, July 3rd 1890.

ROYAL Agricultural and Industrial Society of B.C.
EXHIBITION
-AND-
GRAND CELEBRATION
-AT-
QUEEN'S PARK
NEW WESTMINSTER
WEDNESDAY, THURSDAY and FRIDAY, Sept. 24, 25 and 26, 1890.
$11,000 IN PRIZES $11,000
BESIDES MEDALS AND TROPHIES, AND SPECIAL PRIZES, for Sports and Exhibits.

The Agricultural and Industrial Exhibition will embrace the usual features and many attractive novelties.

The Grand Celebration will comprise—Monster Trade procession, Grand Military Parade and Salute, Splendid Display of Fireworks and Illumination of River, Horse Racing, Boat Racing, Lacrosse, Baseball, and Football Matches, Bicycle Tournament, and athletic Sports.

Several Brass Bands will be in attendance.

Special accommodation will be provided for visitors. Excursion rates will be secured over all steamer and railway lines. There will be no charge for Exhibits crossing the Fraser to New Westminster. Drays will be in attendance at all Steamer Landings and Railway Stations in the City to convey Exhibits to the Grounds, free of charge.

For full particulars as to Prizes and Sports, see Society's Prize List and Small Programmes of Celebration.

Further particulars on application to
THOMAS R. PEARSON, Sec. Agricultural Society.
J. J. CAMBRIDGE, Sec. Celebration Committee.

BRITISH COLUMBIA PROVINCIAL Agricultural Association
WILL HOLD ITS
ANNUAL EXHIBITION
-AT-
VICTORIA
-ON-
Thursday, Friday & Saturday
OCTOBER 2, 3, and 4.
$5000 to be Given in Prizes
Besides a large number of Medals and Special Prizes.
For particulars see hand bills and catalogues Information will be cheerfully given by application to
E. E. RENOUF, Sec.
Victoria

WATER COMMISSION
Notice to Contractors

TENDERS will be received up to Monday the 20th October prox., for supplying "Material for Distribution System" of the New Westminster Water Works, embracing about sixteen hundred tons of cast pipe and specials, gates, valve boxes, relief valves, hydrants and lead.

Specifications on view at engineer's office, City Hall.

ARTHUR HILL, Engineer.
New Westminster, August 21, 1890. 300-dt.

Lowenberg, Harris & Co.
REAL ESTATE
INSURANCE and FINANCIAL
AGENTS.
Purchase, Sell
-AND-
Lease Property.
COLLECT RENTS.
Make Loans on Mortgages, and transact all Business Relating to Real Estate.
Agents for London Assurance Corporation, Connecticut Fire Insurance Company of Hartford, London and Lancashire Life Assurance Company, Canton Insurance Office Limited (Marine).
OFFICES—Bushby Block—New Westminster; 41 Government street, Victoria.

TIME TABLE
Str. ROBT. DUNSMUIR
W. ROGERS, Master.
CARRYING HER MAJESTY'S MAILS.
LEAVES
New Westminster for Vancouver Mondays 7 a.m.
Vancouver for Nanaimo Mondays 2 p.m.
Nanaimo for Vancouver Tuesdays 7 a.m.
Vancouver for Westminster Tuesdays 12 noon.
Westminster for Vancouver Wednesdays 7 a.m.
Vancouver for Nanaimo Wednesdays 2 p.m.
Nanaimo for Vancouver Thursdays 7 a.m.
Vancouver for Westminster Thursdays 12 noon.
New Westminster for Nanaimo Fridays 7 a.m.
Nanaimo for Westminster Saturdays 7 a.m.
On arrival at Vancouver the steamer will land at Evans Coleman & Evans Wharf, Abbott Street. 188-tf.

M. A. McRAE
Merchant Tailor
SUMMER STOCK
Just Arrived direct from England.
☞ Double the amount of stock carried by any other tailoring establishment in the city. Call and be convinced.
Armstrong Block, - Columbia Street,
NEW WESTMINSTER

Splendid position. Immediate possession. Terms cash. Owner leaving the country. Apply to JULIAN PEACOCK, Sapperton.

LAND REGISTRY ACT

Lot 12 Block XII in the Suburbs of New Westminster:

A CERTIFICATE of indefeasible title to the above hereditaments will be issued to Henry Valentine Edmonds on the 26th day of November, 1890, unless in the meantime a valid objection thereto be made to me in writing by some person claiming an estate or interest therein or any part thereof.

T. O. TOWNLEY, Deputy Registrar.
Land Registry Office, New Westminster, 26th August, 1890. 300-3m.

LAND REGISTRY ACT

In the Matter of the title to Lot 120 and 121, Group I, New Westminster District.

WHEREAS the certificate of title No. [illegible] of Thomas Robert McInnes to above hereditaments has been lost or destroyed and application has been made to me for a duplicate thereof.

Notice is hereby given that I will at the expiration of one month from date, issue such duplicate certificate unless in the meantime valid objection be made to me to the contrary in writing.

T. O. TOWNLEY, District Registrar.
Land Registry Office, New Westminster, August 14, 1890.

Summer Excursion Rates to the
Harrison Hot Springs

From Vancouver or WESTMINSTER to Agassiz Station and Return (Good for 30 days)	$5.00
Round trip by stage (5 miles) from Agassiz Station to the Springs (Good for 30 days)	1.50
From Vancouver or Westminster to Agassiz Station and Return, good from Friday until Monday or from Saturday until Tuesday	2.50
Round trip Stage Tickets good with the above	1.00

Now Running 5 Chairs
Go to GEO. MEAD'S
FOR Shaving and Hair cutting, Shampooing, Hot and cold Baths.
The Leading Hair Cutting Saloon in the City.
The Largest and best assortment of Smoking Pipes in the city.—Sole agent for B.C. for H. Tibbs, Son and Co., Missouri Patent Corn Cob Pipes, which is the best corn cob pipe made.
Retail dealers send to Geo. Mead for wholesale prices.

ESTABLISHED 1859.
DICKINSON & Co
BUTCHERS.
Nearly Opposite the Colonial Hotel, NEW WESTMINSTER.
The Largest and Choicest Assortment of all descriptions of
Meats and Vegetables
Constantly on hand and supplied to families, restaurants, and steamboats at the
LOWEST POSSIBLE PRICES
137-my

REMEMBER
THE TRUTH OFFICE
HAS A FIRST-CLASS
JOB PRINTING PLANT
And employs ONLY SKILLED WORKMEN. All kinds of
Commercial, Legal, Book, and Society Work
Done in the Latest Styles and on the Shortest Possible Notice. Call and get our prices.
TRUTH PRINTING COMPANY.

Company, (Limited).

STR. PREMIER
JOHN A. O'BRIEN, MASTER.

BOUND SOUTH

LEAVE VANCOUVER	ARRIVE
Monday and Thursday, 2 p.m.	Townsend, Thursday and Monday, 9.30 p.m.
Townsend, Monday and Thursday, 11 p.m.	Seattle, Friday and Tuesday, 2 a.m.
Seattle, on Tuesday and Friday, 10 a.m.	Tacoma, on Friday and Tuesday, 12 noon.

BOUND NORTH

Leave Tacoma on Tuesdays and Fridays at 3 p.m. for Seattle, Port Townsend, Fairhaven, Sehome, Whatcom, Roche Harbor and Vancouver, arriving at the latter port at 5 p.m. on Wednesdays and Saturdays.

JOHN IRVING,
245-tf. Mgr. C.P.N. Co., Ld.

Canadian Pacific Navigation Company. (Limited)
TIME TABLE No. 13.
Taking effect JULY 17th, 1890.

VANCOUVER ROUTE.

VICTORIA to VANCOUVER daily, except Monday, at 3 o'clock, a.m.
VANCOUVER to VICTORIA, daily except Monday, at 14.30 o'clock, or on the arrival of the C.P.R. No. 1 train.

NEW WESTMINSTER ROUTE.

Leave VICTORIA for Westminster, Ladner Landing and Lulu Island, Sunday at 23.0 o'clock; Wednesday and Friday at 7 o'clock. Sunday's steamer for New Westminster connects with C.P.R. train No. 2 going east Monday.
OR PLUMPER PASS, Wednesday and Friday at 7 o'clock.
FOR MORESBY ISLAND, Friday at 7 o'clock.
LEAVE NEW WESTMINSTER for Victoria on Monday at 14.30 o'clock. Thursday and Saturday at 7 o'clock.
FOR PLUMPER PASS, Saturday at 7 o'clock.

FRASER RIVER ROUTE.

Steamers leave New Westminster for Chilliwhack and way landings every Tuesday, Thursday and Saturday at 7 o'clock.

NORTHERN ROUTE.

Steamships of this Co. leave for Port Simpson and intermediate ports on the 1st and 15th of each month. If sufficient inducement offers, will call at points on the West Coast and Queen Charlotte Islands.

BARCLAY SOUND ROUTE.

Steamer MAUDE leaves Victoria for Alberni and Sound ports when sufficient inducements offer.

BUTE INLET ROUTE.

Steamer Rainbow leaves every Tuesday at 7 a.m. for Cowichan, New Westminster, Burrard Inlet, Bute Inlet and way ports.

The Company reserves the right of changing this Time Table at any time without notification. Steamers leave by standard time.

G. A. CARLETON, Gen. Agent. JOHN IRVING, Manager.

CANADIAN PACIFIC RAILWAY
THE TRUE
Transcontinental Route
BETWEEN THE
Pacific and the Atlantic
Its Dining Cars and Hotels
Provide the best quality of food in unlimited quantity at reasonable rates. The variety and
Grandeur of Scenery
Along its line is unequaled, and in the details of track, train service, etc., nothing is omitted that can add to the safety and comfort of all its patrons. All in all, it gives the best and most serviceable line of travel for business or pleasure, between
Portland, Tacoma, Seattle, Victoria
And all Pacific coast points, and Winnipeg, Minneapolis, St. Paul, Chicago, St. Louis, Ottawa, Toronto, Montreal, Boston, New York and all eastern cities.
THROUGH TICKETS
are issued to all principal points in the States, Canada and Europe, at lowest rates. For detailed information apply to
D. E. BROWN, Assistant General Freight and Passenger Agent, Vancouver.

NORTHERN PACIFIC RAILWAY
The dining car line. The direct route. No delays. Fast trains. Lowest rates to Chicago and all points east. Tickets sold to all prominent points throughout the
Through Pullman Drawing Room Sleeping Cars.
Reservations can be secured in advance. Be careful and do not make a mistake but be sure to take the
Northern Pacific Railroad
And see that your ticket reads via this line, St. Paul or Minneapolis to avoid changes and serious delays occasioned by other routes.
Through Emigrant Sleeping Cars
Run on all regular express trains full length of the line. Berths free. Lowest rates. Quickest time.
E. E. BLACKWOOD, Freight and Passenger Agent, 52 Government street, corner Bastion, Victoria.
A. D. CHARLTON, Assistant General Passenger Agent, 121 First street, corner Washington, Portland, Oregon.

OREGON RAILWAY AND NAVIGATION CO.
Columbia River Route.
Steamers
Olympian and North Pacific
between TACOMA AND VICTORIA.
The following schedule for the O. R. & N. Company's steamers will be in effect until further notice.
TACOMA—VICTORIA ROUTE.
Daily Except Sunday.

Leave Tacoma	[illegible]
Arrive Seattle	[illegible]
Leave Seattle	[illegible]
Arrive Port Townsend	[illegible]
Leave Port Townsend	[illegible]
Arrive Victoria	[illegible]

Daily Except Sunday.

Leave Victoria	[illegible]
Arrive Port Townsend	[illegible]
Leave Port Townsend	[illegible]
Arrive Seattle	[illegible]
Leave Seattle	[illegible]
Arrive Tacoma	[illegible]

Tickets on sale to all points in United States, Canada, and Europe, via your choice of two transcontinental lines, and all eastern trunk lines.
Ticket Office on Wise's Wharf New Westminster. Information as to time, rates, connections, etc., cheerfully given upon application.
W. H. DEFFER(?), Agent.

NEW FALL

GOODS

OPENING DAILY

AT

MASONIC BLOCK New Westminster **OGLE, CAMPBELL & FREEMAN.**

THE CITY.

Labor Day at Vancouver — Excursion — Fixing the Price — Meeting of Presbytery — Gone to Montreal — Prominent Visitors — The Coming Attraction — In Great Demand.

New Advertisements Today.

Goodrich Company .... Opera House.
Labor Day .... J. A. Fulton.
Tenders .... Board of Works.

Excursion.

Last evening at 7 o'clock the steamer Delaware left Mather & Milligan's wharf with a surprisingly large number of excursionists for Langley where a concert in the Methodist Church was held. The choir of the Mary Street church went up and delighted the audience with some of their choice selections which were well received.

Tonight's Programme.

Mr. Silvernail has prepared a programme of readings to be given in the opera house tonight, several of the numbers on which have never been heard here before. His splendid talents as an elocutionist promise an entertainment of the highest merit, and no doubt the reader will have one of the most cultured and critical audiences the city can produce. The mayor will be chairman for the evening.

Gone to Montreal.

The following ladies and gentlemen left yesterday for a trip in a special car for Montreal and other eastern cities. Rev. E. Robson, Mrs. Robson, Mr. and Mrs. D. S. Milligan and children, Rev. Mr. Bryant, Mrs. H. Mathers, Miss Lawrence, of this city; Mrs. Tate, Mrs. Evans, Isaac Kipp and daughter, Chilliwack; Rev. Joseph Hall, Mrs. Hall, Miss Grant, D. Spencer and wife, Victoria; Mr. James Tuttle, North Arm. They will be joined at Agassiz station by Mr. and Mrs. A. C. Wells and Mrs. Hemlaw, of Chilliwack.

Fixing the Price.

The arbitrators on the Mission branch right-of-way matter were in session at Vancouver yesterday. These cases affect the right-of-way through lands owned by the Matsqui Land Company, the Maple Grove Dairy Company, C. J. Sim and J. Maclure. The arbitrators are: for the owners, Henry Bewley; for the railway company, E. Mohun, C. E.; third arbitrator, A. Agassiz. Hon. C. E. Pooley is counsel for the owners, and G. E. Corbould, M. P., for the company.

Meeting of Presbytery.

The usual autumn meeting of the Presbytery of British Columbia will be held in St. Andrew's Church, in this city, on Tuesday, the 9th inst. A full attendance of members from all parts of the Province is expected. Rev. Dr. James Robertson, superintendent of Presbyterian missions, who is at present making his first official visits to all the congregations and mission stations in British Columbia, will be present to aid the Presbytery in maturing plans for the maintenance of ordinances and the further extension of the church throughout the Province.

The Wintemute Bridge.

After many months of waiting Mr. Joseph Wintemute has commenced the planking of the Clarkson Street bridge leading from Church to Clement streets, which promises at no distant date to become a well patronized thoroughfare. The cause of the delay in finishing this bridge is no fault of Mr. Wintemute's, for it is long since the order was given to one of the mills for the lumber, but so busy have they been that only recently have they found time to fulfil the order. Besides, even if the bridge were completed, the street has only just been properly graded to allow teams to pass along. Mr. Wintemute has the lumber all ready, and no time will be lost in completing this bridge, which has been a long time under way.

Mysterious Disappearance.

John D. Isles, a carpenter well known in this city, has disappeared under very mysterious circumstances. He has lately been working on the West End Methodist Church, and was last seen on Monday of last week about 2 p.m., when he was met on the street by one of his fellow workmen. He had said nothing whatever of any intention of going away, and while he is indebted for a small sum to the Caledonian Hotel for board, the effects which he has left behind in the shape of tools, etc., would far more than cover the amount. He had been in this city for over a year, and formerly lived in Idaho. He is about 27 years of age. He was one of the prominent members of the labor organization and was deeply interested in the coming labor demonstrations. His friends are afraid that he has in some manner met his death, for they cannot believe that he would go off without making it known that he was going.

LOCAL BREVITIES.

Ladies' ice cream parlors at the Hotel Douglas restaurant. 283-1f

Customs collections at Vancouver during August amounted to $27,324.

The advertisement of the Labor Day celebration appears in another column.

Vancouver has just succeeded in selling a batch of debentures at 3½ premium.

Tenders are being called for the grading of Block 3, Moody Square. See advertisement.

The Gladys came down yesterday on her regular trip to Chilliwack yesterday laden with farm produce.

Another new officer for the police department is about to be appointed by the Board of Aldermen.

See the splendid stock of views of British Columbia scenery at the B. C. Fine Art Company's gallery. 307-2te

The day before yesterday fifteen empty freight cars arrived in the city. These will go out loaded, each day as they are ready, with salmon.

A select party of Westminster capitalists will go over to Fairhaven this morning at 8 o'clock by the steamer Constance which has been chartered for the occasion.

There will be an important meeting of the bicycle club this evening at the office of the secretary of the club. It is particularly requested that every member should make a point to attend.

A large number of Indians left the city yesterday in their canoes for the Puyallup Valley where they will be employed for a few weeks hop-picking.

The *Dominion Illustrated* is only $4 per year and is the only illustrated paper published in Canada. Each subscriber is insured for $500 against death by accident. Subscribe and try it. 300-1f

The gentlemen's series in the tennis tournament will be resumed this afternoon upon the grounds of the club. The ladies' handicap will be made up within a few days.

The soldiers are being withdrawn by twos and threes from Nanaimo, Capt. Ogilvie and a color sergeant being the last to go. This leaves eight men on the scene under charge of a sergeant. It is reported that a large force of men will arrive next week to work in the mines.

The Delaware came down from Chilliwack and way ports yesterday afternoon bringing about 30 passengers and the following freight: 155 sacks wheat, 19 sacks oats, 20 bales hay, 32 boxes fruit, 10 head stock and 20 other packages of freight.

On Friday the Vancouver Refinery Company closed a contract with the Oriental Traders' Company for a cargo of raw sugar from Manilla. It will consist of about 1,000 tons, will be worth about $65,000 and is expected to arrive about the beginning of November.

Prof. Saunders, superintendent of the Dominion Experimental Farms, is at present at Agassiz, employed in locating two buildings to be located there. Considerable work has been done in clearing off and making ready the ground for crops, fruit trees, etc. In a year or two it will be a favorite locality for tourists and owners.

The Coming Attraction.

Mrs. Eunice Goodrich will commence a four nights' engagement at popular admissions next Monday, presenting several new comedies. The company will come direct from Winnipeg, where they are now playing a two weeks' engagement. As this is the company's first appearance in New Westminster, they offer special inducements for the opening performance. Every one buying a 50-cent ticket in advance at Herring's drug store will receive one reserved seat ticket admitting a lady free of charge to Monday night's performance. Sale of seats will commence Saturday morning.

Wellington Mine Fire.

It is now stated that the fire which started in the "gob" at the No. 3 pit, Wellington collieries, has made serious headway during the past few days and is now among the pillars and the timbers. A gang of men are kept working at it day and night, but all local efforts to extinguish it have been relinquished. The management of the mine has now decided, so it is stated, that all the avenues to the seat of the fire shall be closed up and an effort made to smother the flames. The No. 3 pit, is one of the earliest pits in South Wellington and the workings extend over a very large area. This mine is practically worked out, only the pillars remaining. It is connected with the No. 4 pit, but works with a separate and distinct air shaft. All these workings are old and contain a large quantity of the refuse of the mine. It is feared that the fire will assume alarming proportions. The breaking down of the ventilating fan is very unfortunate, as it hampers operations.

PERSONALS.

Prominent People Paragraphed by a Pungent Pen.

Chief C.P.R. Detective Frank Devlin was in town yesterday.

Mr. W. D. Creighton, of Vancouver, was in the city yesterday.

Mr. George Percival, a Montreal commercial man, is in the city.

The Osler party arrived on their special car at Vancouver yesterday.

Mr. William Marvin, of Victoria, came over via Vancouver yesterday.

Dr. Fagan has gone over to Fairhaven and will be absent for a few days.

Mr. C. B. Sword, of Matsqui, is in the city a guest at the Hotel Douglas.

Mr. Robert Parker, of Vancouver, was registered at the Queen's yesterday.

Mr. Norman Robertson, of the British America cannery, was in town yesterday.

Mr. A. J. McColl, of Corbould, McColl & Jenns, has gone over to Fairhaven for a few days.

Mr. J. C. McLagan, of the Vancouver *World*, was in the city for a few hours yesterday.

Messrs. H. O'Connor, of Seattle, and J. W. Jones, of Port Townsend, are visiting the city.

Col. Anderson, of Victoria, left yesterday for Europe. He will do some fishing *en route* at Kootenay.

Rev. Dr. Robertson left yesterday to visit some of the Presbyterian missions in the interior of the Province.

The Rev. J. H. White came up from Victoria yesterday morning and will remain in the city for a few days.

Sir Richard Musgrave, bart., has arrived from England on what may be termed his annual visit to Victoria.

Judge Bole returned to the city yesterday afternoon by the Delaware from Chilliwack, where he had been holding County Court.

Messrs. H. Elliott and Alex. Ewen will go over to Fairhaven this morning on a pleasure trip on the Constance.

Mr. A. O. Beatty, of Beatty & Sons, machinery manufacturers, Welland, Ont., is in the city a guest at the Queen's.

Messrs. Hampton, Laity and McKinney, all well-known farmers of Maple Ridge municipality, came down to the city yesterday morning.

E. E. Rand, of Rand Bros., of London, has been appointed a commissioner for oaths and deeds in England for the Province of British Columbia.

Joseph Ogle, a prominent merchant of Dubuque, Iowa, and father of E. W. Ogle, of this city, left for home yesterday by way of the Sound.

Mr. A. W. Whittier, who, with Mr. Tatlow, of this city, is interested in the Lillooet Mining Company, is in the city a guest at the Hotel Douglas.

Mr. Lockstender, the well-known Port Haney merchant and an ex-councillor of that thriving locality, came down by the Delaware yesterday afternoon.

Mrs. Hemlaw, (nee Lilly Wells) of Chilliwack, will be married in a few days to an English gentleman. After their marriage the couple will reside permanently in England.

Miss Ross, the little daughter of our much respected citizen Mr. Baillie Ross, was successful in gaining the prize offered by the Caledonian Society for being the best dressed girl in Highland costume on the grounds on Friday last.

In Great Demand.

There is a great demand in the city at the present time for cottages and a fortune is in store for the enterprising landlord of this city who will put up about ten neat little houses to rent at a reasonable rate. There is one house at Sapperton in which four families are required to live, simply on account of the absence of any such houses as above mentioned. The other day a gentleman upon receiving notice from the tenants of one of his cottages that they were about to move into another dwelling, placed a "To Let" sign upon the fence, and within two days no less than five applications were made for the rental of it. The same afternoon that the notice was posted informing the public that the house was to be let, it was rented. This is only a sample of what little difficulty there is in renting small cottages of half a dozen rooms at a reasonable rate in a convenient locality.

Prominent Visitors.

Yesterday morning Mr. Duncan McIntyre, one of the largest stockholders in the Canadian Pacific railway, and one of the wealthiest men of Montreal, Mr. W. C. McDonald, a director of the Bank of Montreal, and a number of other wealthy Montreal men, arrived in the city in their private car. The gentlemen were taken over the city by Mr. G. W. Brymner, who visited many of the places of industry and interest about the city with them. The party left by the 4 o'clock train for Vancouver, all having expressed themselves as well pleased with what they saw.

LIVERPOOL

GO TO

WOODS and POLLEY

For Full-Sized Lots

In LIVERPOOL

Adjoining the

Fraser River Terminus of the Southern Railway

Lots at Bed Rock Prices

Opposite C.P.R. Depot Columbia St., New Westminster **DEPOT HOTEL**

FIRST-CLASS ACCOMMODATION. CHARGES $1.00 TO $1.50 PER DAY, ACCORDING TO ROOM.

P. O. BILODEAU, PROP'R.

BARGAINS

LOT 1 Subdivision of Block 3, about 4 acres, with house and orchard adjoining the Penitentiary (would subdivide into 20 lots.) Easy terms. Price $6,500.

4 LOTS on Melbourne and St. Andrew's Streets, close to Moody Square. Price $600 each. Easy terms.

18 LOTS in Westminster Addition for a few days only at $40 per lot.

2 LOTS in St. George's Square. Price $1,000 each. Terms.

1 ACRE corner Queen's Avenue and Clement Street. One of the greatest snaps offered. Price $6,300. Terms to suit purchasers.

LOTS opposite the Gas Works on Edinburgh Street, $1,000 each. Good terms.

LOT corner Royal Avenue and Ferris Street. Price $1,300. Terms.

3 CORNER lots on Edinburgh Street. Price $100 each. Good terms.

F. J. Coulthard & Co.

Pioneer Furniture Factory

WINTEMUTE Bros.

Importers, Manufacturers and DEALERS IN HIGH GRADE FURNITURE

We have the largest line of and the most elegant Bed-room Suites, Side Boards, Hall Stands and Fancy Tables to be found in the city and you will find the prices all right. In our Upholstery Department we make up to order, Parlor Suites in Plush, Hair Cloth, etc., easy Chairs, Lounges, Ottomans, made up in all grades of coverings and trimmings. We make our own mattresses in all widths and use nothing but the very best of materials.

Office Furniture, Dining-room Furniture, Parlor Furniture, Kitchen Furniture, Rattan Ware, Net Floats and Oars, &c., &c.

Factory and Warerooms . . . COLUMBIA STREET

Hotel Douglas

A. J. TOLMIE, Proprietor
Cor. COLUMBIA & McKENZIE Streets
Convenient to all Trains and Steamers

A Fire Proof Building with all the Latest Improvements

First-Class Sample Rooms for Commercial Men

The Finest Dining-rooms in the City, with Restaurant privileges, open Day and Night.

Every Convenience
Board by Day or Week
Terms Reasonable.

Call and see the Hotel Douglas. 280-1f

FORIN & MORRISON
Barristers and Solicitors. Masonic Block New Westminster. 18-1f

Armstrong, Eckstein & Gaynor,
Barristers, Solicitors etc., Armstrong Building, New Westminster.

CORBOULD, McCOLL & JENNS,
Barristers, Solicitors, etc. Offices: Masonic Buildings, New Westminster and Vancouver. 10-1f

RICHARD P. SHARP, M.S.A.,
Architect, Room E, over Bank of British Columbia, New Westminster.

T. C. ATKINSON,
Barrister, Solicitor, &c. Offices—Masonic Building, New Westminster.

G. PITTENDRIGH,
Notary Public, &c. Office—McKenzie Street, New Westminster, B.C.

G. W. GRANT,
Architect. Office—Corner Mary and Clarkson, New Westminster.

ANDREW LEAMY,
Barrister, Solicitor, &c., McKenzie Street, New Westminster.

W. THIBAUDEAU,
Land Surveyor and Draughtsman. Hemley Block, New Westminster.

J. B. CHERRY,
A.B. Trinity College, Dublin, Solicitor, Conveyancer, etc. Office—Mackenzie Street, New Westminster. 250-1f

FOR SALE

TWO YOKE of well broken cattle. Apply at 285-1f. AMERICAN HOTEL.

IMPERIAL FIRE INSURANCE COMPANY of LONDON

Capital, - - £1,600,000 Stg.

Rates as low as any other reliable company doing business in British Columbia.

W. J. ARMSTRONG, Agent for New Westminster.

LILLY & BINNIE

Auctioneers & Commission MERCHANTS

COLUMBIA Street West

Are now prepared to receive all classes of goods to be sold on commission.

Sales of household goods and effects promptly attended to.

Real estate and chattels of every description handled on the shortest notice.

Place your stocks in our hands.

Prompt sales and quick returns.

206-w LILLY & BINNIE.

JAMAICA EXHIBITION, 1891.

AN EXHIBITION will be held in Kingston, Jamaica, in January, 1891, of Island products, manufactures and works of art, together with exhibits of works of art, machinery and industrial and agricultural products from Great Britain, other countries and colonies.

In view of the geographical relation of the Island of Jamaica with the sea ports of Canada and the nature and extent of the imports of Jamaica, as well as the products of the Island, the Government of Canada accepted an invitation of the Government of Jamaica to participate in such exhibition, with a view of obtaining an extension of markets for the products and manufactures of Canada.

The Canadian Government will undertake to pay freight of all approved exhibits.

Entries must be made not later than September 30th next; and the latest date at which exhibits can be sent forward from Halifax, N.S., or St. John, N.B., is the middle of December.

Mr. Adam Brown, M.P., has been appointed Honorary Commissioner to represent Canada at the exhibition.

Forms of application and general information can be obtained on application to the Honorary Commissioner. Address Department of Agriculture, Ottawa; or to the undersigned.

By order of the Minister of Agriculture.

H. B. SMALL,
Secretary Dept. of Agriculture.

Ottawa, July 24, 1890. 288-1d

SOCIETIES

SONS OF ENGLAND BENEVOLENT SOCIETY. Rose of Columbia Lodge No. 118, meets 1st and 3rd Monday of every month at the Oddfellows' Hall at 8 p.m.
ROBERT ALLEN, President. GERALD H. CROSS, Secretary. 235-1f

I. O. O. F., NEW WESTMINSTER Lodge No. 3. The regular meetings of this lodge are held in the Odd Fellows' Hall every Friday evening at 8 o'clock. Visiting brethren cordially invited to attend. F. H. MYER, Rec-Sec.

RESPECTING THE SALE OF CROWN LANDS.

NOTICE is hereby given that, pursuant to an Order in Council, approved by His Honour the Lieutenant-Governor on the 30th July, instant, the alienation of any and all Crown lands by private sale will be discontinued from and after this date until further notice, pending contemplated legislation.

This notice shall not affect to prevent the right to complete the purchase or sale of any lands in respect of which notices of intention to make application to purchase have been published in the British Columbia Gazette prior to the first day of August next.

F. G. VERNON,
Chief Commissioner of Lands & Works.
Lands and Works Department,
Victoria, B.C., July 31st, 1890. 281

Bargains in STRAW HATS FOR CASH.

50 STRAW HATS SELLING FOR 25
75 STRAW HATS SELLING FOR 50
$1 STRAW HATS SELLING FOR 65
$1.25 STRAW HATS SELLING FOR 75
$1.50 STRAW HATS SELLING FOR $1

J. E. PHILLIPS,

Leading Clothier and Hatter, No. 79, Columbia Street, New Westminster.

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MACHINISTS, FOUNDERS AND BLACKSMITHS

BRASS AND IRON CASTING. FORGING OF EVERY DESCRIPTION

Manufacturing and Repairing of Machinery a Specialty. Agents and Importers of Boilers, Engines, and all kinds of Iron and Woodworking Machinery.

First-class Mechanics and Workmen Employed, and all Work Thoroughly Guaranteed. Wagons, Carriages and Buggies always in stock.

Columbia St., - - New Westminster.

RE-OPENING

W. & G. WOLFENDEN

Have re-opened business in the Bushby Block with an entirely new stock of first class Groceries and Provisions, where they hope to see all their friends. Note the Address,

BUSHBY BLOCK, COLUMBIA STREET

R. P. RITHET & CO.

5 Commercial Row, Victoria

Importers and Commission Merchants

ADVANCES MADE ON CONSIGNMENTS

WELCH & CO., San Francisco. R. D. WELCH, Liverpool.

Special Bargains

Come and See for Yourself

I Want more room for Fall Stock and to make it I have decided to sell

Boots and Shoes

At Prices Lower than ever for CASH

GEO H. GRANT

ROYAL CITY MARKET.

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Wholesale and Retail

Dealer in all kinds of Fresh and Salt Meats, Hams, Bacon, etc.

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MEATS, FISH and GAME delivered to all parts of the City free of charge.

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JUST RECEIVED

Men's Hand Sewed Alligator Balmorals
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AND
Ladies' Shoes in endless varieties.

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H. H. LENNIE & Co.

[Successors to M. Peebles]

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