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

The Truth

W. J. WALKER & CO.
CHARTERED ACCOUNTANTS AND CITY AUDITORS 1886-7-8-9
TELEPHONE CALL 56. NEW WESTMINSTER.

NUMBER 164 — NEW WESTMINSTER, BRITISH COLUMBIA, SUNDAY MORNING, MARCH 16, 1890. — FIVE CENTS.

Richards & Mackintosh.

Real Estate and Insurance Agents

Colonial Block, ... New Westminster.

Our lists comprise some of the choicest business and residence property in the city. We have also choice Farming Lands, improved and unimproved, in all parts of the District. Timber limits, Mining claims. We are agents for the sale of lots in **BLAINE, B. C.** This Townsite is situated on the boundary line immediately adjoining and forming part of Blaine, Washington, and with the early completion of the New Westminster Southern Railway, is bound to become a thriving centre. Already purchasers of lots in this Townsite have realized **ONE HUNDRED PER CENT PROFIT** on their investments. We are also agents for the townsites of Steveston at the mouth of the Fraser River, and the Trethewey Estate at the Junction of the C. P. R. R. and S. L. S. and E. R. R. at Mission, B. C.

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, Manufacturer Holbrook Building, Columbia St., NEW WESTMINSTER

C. E. WOODS, Land Surveyor — A. C. GAMBLE, Notary Public

Woods, Turner & Gamble,

LAND SURVEYORS,

REAL ESTATE, INSURANCE, FINANCIAL AG'TS AND COVEYANCERS.

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. Surveyed and unimproved throughout the district. Mining and other stock. Agents for the following Insurance Companies: Western ... Hartford, New York Life, and Travellers. OFFICE: Bank of British Columbia block, Columbia street, New Westminster. Telephone Call No. "33." Postoffice Drawer "W."

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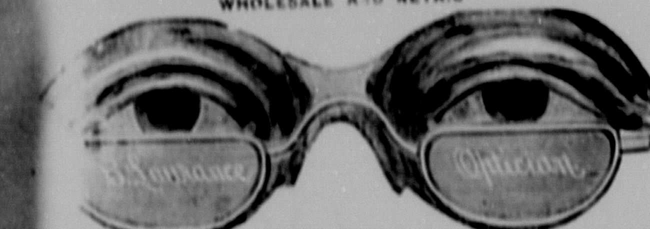
WHOLESALE AND RETAIL



Next Colonial Hotel — **DRUGGISTS** — New Westminster

T. OVENS, General Machinist & Blacksmith
Douglass Street, above Columbia, New Westminster.

HORSE SHOEING A SPECIALTY.

Buggies, Carriages, and Wagons Manufactured.
Dealer in all Kinds of Machinery.
Agricultural Machinery Repaired

SAWS

We represent the Montreal Saw Works, Shirley & Dietrich, Joshua Oldham and R. Hoe & Company (New York)

Circular and Gang Edger, SOLID INSERTED TOOTH, Etc.

"Get Our Prices Before Purchasing."

F. G. STRICKLAND & CO.

NEW WESTMINSTER, B. C.

H. T. READ & Co.

Leading Hardware and Paint Merchants of New Westminster.

Contractors and others erecting houses should call on us and examine our extensive stock of Builders Hardware, which is excelled by no other house in the Province.

We Carry the Largest Assortment of Locks in the City.

To Those Requiring Paints and Oils we beg to call attention to our extensive variety.

Superior Coach Colors, in all shades. Tube Colors, of every description. Floor Paints, ready for use.

We have much pleasure in announcing that we have been appointed Sole Agents in this City for the sale of the Celebrated Johnson's Magnetic Iron Paint, the highest grade Fire Proof Paint in the world. Guaranteed 91 per cent. pure oxide.

MASONIC and ODDFELLOW'S BLOCK, NEW WESTMINSTER

LABOR CONFERENCE

THE OPENING OF THE CONFERENCE AT BERLIN YESTERDAY.

After Organization Baron Von Berlepsch is Elected President—Herr Madgeburg Elected Vice-President—Our London Cable—The Miners' and Dock Laborers' Strikes.

BERLIN, March 15.—The opening of the Labor Conference today partook more of social than of an official character. Baron Von Berlepsch, Prussian Minister of Commerce, welcomed the delegates when they were assembled in the great hall of Prince Bismarck's palace, and the Baron concluded his address by inviting the conference to constitute itself a committee for the purpose of organization. This done, Baron Von Berlepsch was elected president and Herr Magdeburg, under secretary in the Ministry of Commerce, vice-president. The usual rules governing diplomatic conferences, were adopted and the delegates were then grouped in the alphabetical order of their nationality. No other business was contracted. Before the adjournment, president Von Berlepsch invited the delegates to a banquet tomorrow. The conference will re-assemble on Monday at 11 a. m. and will thereafter sit daily from 11 a. m. to 1 p. m. when a recess of an hour will be taken. After the recess the sitting will extend from 2 o'clock to 4 or 5 as may be deemed best.

Revolution in Afghanistan.

ST. PETERSBURG, March 15.—The intelligence is just received from Cabull, the capital of Afghanistan, that a revolution against Abdurrohman Khan, the Ameer, broke out in that country. Among those concerned in it were a number of the courtiers of the Ameer. Several of them were captured by the troops who remained loyal and were beheaded by order of the Ameer. Other courtiers implicated in the revolt fled to Russian territory and, at last accounts, they, with a number of other revolters who also fled to Russia, were gathering on the frontier of Afghanistan.

London Cable.

LONDON, March 15.—The bill dealing with pleuro-pneumonia makes many concessions to the views entertained by Conservative members of Parliament. It contains a proposition throwing the burden of compensation for slaughtered animals upon the Imperial exchequer. The amount, of course, is not stated in the bill, but the measure [illegible] seasons any particular locality exceeds this limit, it must provide the money itself. Other provisions strongly favorable to county interests are made, and generally speaking, members concerned appear to be hopeful that under Mr. Chaplin's regime they will be much more generously treated by the Government in the future than they consider themselves to have been treated in the past.

It is now taken for granted in official Conservative quarters that the Tithes Bill will not be read a second time until after Whitsuntide, and no very strong efforts seem likely to be made to press the measure forward. Of course, no other measure than the Irish Land Purchase Bill will be passed to the second reading until after this stage of the Tithes Bill is disposed of, but it is as confidently asserted that the Government will endeavor to have the Local Government Bill ready for introduction before Easter. There will thus be an extensive Irish programme of conciliatory legislation along with a highly popular budget to demand consideration. It can be seen that in quarters directly connected with the Government this is looked upon as highly significant.

The division on Gladstone's amendment this week showed that the Unionist party was still united, and reports from Conservative agents as to the impression created by the report of the Special Commission, are to the effect that it is fairly satisfactory from a ministral standpoint. All things considered, it is impossible, therefore, not to see that the Government is under great temptation to take the decisive step of appealing to their constituencies immediately after Easter in preference to waiting until the recent developments of the Irish question have passed into history. So at least think certain members of the Commons who are not likely to indulge in wild speculation, and whose opinions in this matter would certainly have weight with the Government itself.

Lord Randolph Churchill will probably move for leave to introduce his licensing bill on Tuesday, but the Government will give him no opportunity to make a speech. This notice is not likely to be opposed. If it is he will take part in the debate on Jacob Bright's bill, which will open on the 1st of May, a day which, the licensing reformers hope, will not be interfered with by the Whitsuntide holidays. Lord Churchill's bill provides for voting power in every district and for the adoption of the rate by a certain majority. The spectacle of Sir Wilfrid Lawson and Lord Randolph Churchill hand in hand upon the question will be one of the sensations of the session. There is nothing in Lord Randolph's bill to which the leader of the temperance party could take exception.

There has been quite a rush of the members to back the new Load Line Bill which has been promoted by Mr. Plimsoll. Mr. Broadhurst, who has charge of the bill, feels confident that it will pass both houses. The bill provides to repeal certain sub-sections of the act of 1876, and to substitute therefore clauses making the marking of the load line compulsory so that a maximum loading shall be indicated. And power is given to Board of Trade surveyors, or other officers, to approve the position of the disc or line, or any other alteration thereof, and fix such fees as may be deemed advisable in respect of such surveys and the placing of the disc. Mr. Plimsoll and his friends wish to compel every shipowner to place on the hull of every ship a mark indicating the point beyond which it may not be loaded with cargo. The load line is now marked by all careful owners without a law. What is wanted is a law to coerce unscrupulous or careless owners to do the same. Plimsoll, by official figures, shows that the average annual loss of life in missing ships is 944. Of 65 ships missing the Wreck Commissioner ascribed the loss of 30 to overloading, so that it seems that over 400 lives are annually lost from this cause. "No argument can add to the eloquence of these figures," say the supporters of the measure.

Significant evidence of the importance of the latest phase of the labor question, is found in the fact that the official agenda of the annual meeting of the Associated Chambers of Commerce, to be held at the Hotel Metropole in London, on the 25th, 26th and 27th inst., will contain several resolutions in reference to the matter. All these resolutions will support the suggestion of the appointment of a commercial board of conciliation and arbitration to adjust future difficulties of labor with capital. Perhaps the resolution to which the most importance is attached is that which will suggest that boards shall be established for specific trades, that there shall be district courts for large districts and for more important centres, and that there shall be high courts of appeal established in London, whose decision shall be final. It is stated at the headquarters of the London chamber that the greatest interest is being exhibited by provincial chambers on this subject.

THE CROSS COUNTRY RACE.

The Winner Makes Remarkably Good Time in Six Inches of Mud.

NEW YORK, March 15.—The long looked for open handicap cross country run under the auspices of the National Cross Country Association of America, was run this afternoon on the Morris Park race course, and was won by Wm. B. Day of the New Jersey Athletic Club. The distance was eight miles and the course which was within sight of the grand stand for nearly its entire length was gone over twice to make the distance. The heavy rain made the tracks six inches deep with mud. Of the 200 entries a trifle over a hundred started. At 3.08 the pistol shot sent off the first lot. Then, for seven and a half minutes, the others were dispatched at varying intervals. C. B. Gardiner, of the New Jersey Athletic Club, was the first one to turn the flag in the field in front of the grand stand, followed by F. Kuhlke, of the Prospect Harriers, who, for a novice, was doing great work.

Day was being watched very closely, and it was evident that he was making fine time by the way in which he was getting up in the race and passing one after another of the contestants with the long graceful strides which he possesses. At four and two-thirds miles he was thirteenth and when six miles were lowered he had crawled up into fourth place. When a little less than seven miles were done Day collared Gardner and passed him. Running for the hurdle and water jump he was nearly on equal terms with Kuhlke and both gathered themselves for the jump and went over together. Kuhlke landed squarely and getting his stride at once was the first over the water jump. Day wasn't so fortunate and [illegible] and went to work to overtake Kuhlke, which he did just as the half mile track was reached, obtaining a lead of 30 feet. Day ran in this way for a quarter of a mile when he began to increase his lead, and pulling away from Kuhlke landed a winner by about a hundred yards.

For the condition of the course the time, 53 minutes 34 seconds, is considered to be remarkably good. Day wins the *Herald* Cup for the fastest time; the first prize, a solid silver bowl; and a special prize for the first man of the club whose first six members finish first. The New York Jockey Club cup for the first six men of any club scoring first, goes to the New Jersey Athletic Club. F. F. Kuhlke wins the second prize, a gold medal; also a special prize for the first novice. C. B. Gardner secured the third prize, a Remington rifle. Sidney Thomas finished fourth.

Strikes in England.

LIVERPOOL, March 15.—The dock laborers here who are now on strike, have assumed such a menacing attitude that orders have been issued for troops to be held ready to suppress any demonstration. The authorities also ordered the closing of all inns.

LONDON, March 15.—The engineers employed on the Weir River have joined the strike of those on the Tee and Tyne for a reduction of working hours. The coal miners in Yorkshire, Lancashire, and Derbyshire struck work today for an advance of wages. Numbers of the masters in these counties have already acceded to the demands of the men. The general strike throughout the country today decided upon by the miner's federation in consequence of their failure to secure an increase in wages from the masters, presents an astonishing situation. At least 250,000 miners are involved. The news when received at the Stock Exchange this morning produced an absolute stagnation, though the prices were slightly affected.

A Bridge gives Way.

GLEN'S FALLS, N.Y., March 15.—At 10:30 this morning an old wooden bridge across the Hudson River, connecting this city with South Glen's Falls, gave way, precipitating seven workmen on to the rocks beneath, a distance of 30 feet. Two men were instantly killed and their bodies rolled into the river and floated away. Their names are Nelson Sanсоie, a workman, and George Carr, who was standing on the bridge watching the work. Carr's body was carried half a mile down the river; that of Sancoie has not been recovered. Four workmen are known to have been badly injured. These four were saved by clinging to the logs and floating down the river about a mile, where they were rescued by men in boats. The bridge was being torn down to make way for a new iron bridge.

A Witness Levants.

CHARLOTTETOWN, March 15.—Elizabeth Stewart, an important witness for the Crown in the Sutherland case, was brought to town last night on a warrant, and after hearing her statement the prosecuting counsel allowed her to go to a friend's house. She was to be examined today, but disappeared and cannot be found. The case was continued to enable her to give her evidence, which is highly important. A determined effort to find her is being made.

Skipped with $100,000.

BOSTON, March 15.—Jung Ling, a Chinese laundryman of this city, drew a $100,000 prize in the Louisiana Lottery last month. When he received the money he entrusted it to a friend named Joe Ti to deposit for him in a bank. It was learned today that Joe had not deposited the money, and that his whereabouts is unknown. He has taken the $100,000 with him.

FIRE AT REGINA

A WHOLE BUSINESS BLOCK DESTROYED

With a Loss of Over $100,000—The One-horse Power Engine Would'nt Work and the Department Helpless—Insurance Small—The Town Treasurer Burned Out—Fire Now Under Control.

REGINA, N.W.T., March 15.—A fire this morning destroyed the Palmer House, Smith's Hotel, and a whole block of buildings in the centre of the town. The total loss is over $100,000. The heaviest losers are the Palmer House, Smith's Hotel, Smith & Ferguson, J. F. Mowat, J. W. Smith, C. H. Bougue, J. Secord, Williamson Bros., J. E. Scarlett, Eugene Smith & Co., bankers; C. H. Black, a boot store and the Town Treasurer. The amount of insurance was small, owing to the high rates charged. The fire is now fully under control. The fire brigade was completely helpless, as the engine is only one-horse power and could not be got into working order, and it was fully two hours before a supply of water was obtained.

NEWS FROM VICTORIA.

Dense Fog—Foreshore Rights—By-Laws to be Tested.

VICTORIA, March 15.—A dense fog prevented the Islander from leaving till 8 o'clock this morning.

The *Colonist* this morning prints the following: "It having been currently reported that the Dominion Government was contemplating the transfer to the Province of the control of the foreshore rights of British Columbia, over which the former now exercises jurisdiction, application was recently made to the Chief Commissioner of Lands and Works for the purchase of a very considerable area of land forming the foreshores of Burrard Inlet, False Creek and Coal Harbor. The property extending back from the tidal lands in question is rendered principally valuable by its water frontage, and its owners at once took measures to protect their rights, with the result that the Provincial Government have taken action to effectually preserve the foreshore lands from sale, and thus secure the owners in possession of their property any advantages derived from its situation."

The validity of the City Hall and Cemetery By-Laws which recently passed in this city will be tested in the Supreme Court.

VANCOUVER, March 15.—Mr. Hobson left by the tug Belle with a large gang of men to begin work on the new salmon canneries he intends to build.

The Trades and Labor Council here have resolved to petition the City Council to adopt the 9-hour system in corporation work. They will also ask that the chain-gang be not employed on the public streets.

Objection is being raised to the C. P. R. telegraph city office being located in a real estate office.

The irregularity of the City Council in awarding the contract for clearing the East End Park to the highest tenderer is causing a good deal of comment, and charges of boodleism are made.

Assault on His Own Mother.

CLEVELAND, March 15.—John Gartland, an Irishman, 40 years of age, employed in the Newburg Rolling Mills, was today arrested on the charge of having attempted to rape his own mother, who is 70 years of age. The warrant for Gartland's arrest was sworn out by his sister, who claims to have discovered her brother in the act of committing the assault. The rolling mill hands and former friends of Gartland, when they heard of the affair last night, got a rope and started out to lynch him, but he saw them coming and escaped. One shot was fired at the fleeing brute, but he escaped unhurt. He is now safe in the police station.

Saved all but One.

BAY CITY, Mich., March 15.—A frame house in one end of the city, which is occupied by Mr. and Mrs. Lozon, and Mrs. Wanom and her five small children was burned early this morning. Lozon threw his wife out of the window to the front street below. She sustained a fracture of one of her legs, and other severe injuries and she will probably die. Mrs. Wanom escaped with her seven-month-old baby in one arm, a two-year old tot in the other, and two more, aged 4 and 6 years, clinging to her night dress. She made a desperate effort to rescue her eldest child, Georgia, who was burned to death. Her husband was away from home.

Killed by a Mail Train.

JACKSON, Mich., March 15.—Henry Perdey, his wife, and a neighbor's girl named Emerson, were driving into the city from South Jackson this morning. At the crossing on Francis Street a mile out, the air line mail struck the rig and all three were killed, as well as both horses. The flagman at the crossing which is an extremely dangerous one says he warned Perdey not to attempt to cross ahead of the train, but the latter said, "I will get across all right; don't stop me." The train was coming in at a frightful speed and struck the buggy with tremendous force.

For Training Carrier Pigeons.

WINDSOR, Ont., March 15.—It is the intention of the Government to establish a number of stations in Canada for training carrier pigeons, and Windsor is among the number. Quartermaster Reeves has received a letter from the commandant at the Royal Military College, Kingston, giving the outline of the project and showing what other countries are doing in educating the birds.

John Ellis was killed yesterday afternoon by a large piece of earth falling on him.

Envious New Yorkers.

WASHINGTON, March 15.—There was a lively meeting of the World's Fair Committee of the House this afternoon, and the discussion was spirited. Mr. Chandler presented the bill prepared by the sub-committee, and the first section caused a controversy. This section provides that the fair shall be inaugurated at Chicago in 1899. Mr. Hatch thought that this section was hardly definite enough, as it did not provide when the fair should be held. He moved to strike out the word "inaugurate" and insert the word "held," taking the ground that while the fair might be inaugurated in 1892, it might not be ready for the jubilee until the next year. The Illinois representatives of the committee, Messrs. Hitt and Springer, said that Section Eight settled Mr. Hatch's objection and they succeeded in having the motion voted down. The second, third, and fourth sections were agreed to, but the fifth section, which outlines the financial scheme on which the fair shall be conducted, met with determined opposition. New York people are the oppositionists to nearly every section of the bill.

THE SPOKANE ROAD.

Facts as to the Killing of the Charters of the Spokane & Northern.

MR. D. C. Corbin, of the Spokane Falls & Northern Railway was interviewed by a Spokane *Review* reporter in regard to the refusal of the Dominion Parliament of Canada to grant his road a right-of-way through its territory. He said:

"I was in Ottawa a short time ago and was satisfied then that we could not get what we want. When I conceived the idea of going up into the Kootenay Lake country and to the sea coast, I did not expect to receive the opposition the project has brought forth. I thought that they would be glad to get the country developed. It is very rough and inaccessible. It was always my intention to build west, and I had planned to get as far as Osoyoos Lake next year, which would be about one-third of the distance to the coast; but I wanted to get into the Kootenay Lake country this year, because I could not build west until I got an act of Congress passed that would give me the right-of-way through the Colville reservation. I proposed to build a continuous line from the Kootenay Lake through to the coast.

"The greatest objections of the Canadians was that my road would open up the mines and the Kootenay Lake country for the benefit of the United States. It was proposed to me that if I would build the Kootenay Lake branch and the line to the coast simultaneously that they would then grant me the charter; but the Kootenay lake project is a matter of only one season, while a road to the coast at the very least calculation would take about three years to construct, consequently I could not consider the proposition."

"Where did your greatest opposition [illegible] porter.

"The Canadian Pacific Railway and also from a majority of the British Columbia members of the Dominion Parliament; and I confess it was much of a surprise. I think the people of British Columbia are very favorable to the road. If the line was entirely within the boundaries of the Province we might get what we want, but the Dominion Parliament alone has the right to grant charters crossing the boundaries from one province to another, or the International Boundary."

"What do you propose to do?"

"Well, I do not intend to give up the idea of getting into British Columbia, but there is no hope of doing so at this session of Parliament. We will build this spring to the Little Dalles, which will bring us within fifteen miles of the boundary. I have rails and material, much more than will be necessary for this extension, all of which will be shipped about April 1st. I have purchased new cars and new locomotives to meet the passenger travel, as well as increased freight traffic, between Spokane Falls and Colville this summer, and propose to establish a more satisfactory passenger system very soon."

"Do you think the C.P.R. will build down toward Colville this spring, and have you made any arrangements to handle its business?"

"I do not think so. If they should build to the line, I should be very glad, as I would with any other company, to exchange business."

"I have always been, and am still, perfectly free to make a traffic arrangement with the Canadian Pacific, or any other road, but I have never been approached by any Canadian Pacific official in regard to the matter."

"Is the Spokane & Northern under the control of the Manitoba or Great Northern Railroad?"

"Well," laughed Mr. Corbin, "that is the first time I have heard that proposition. No, sir, it is not controlled by the Great Northern, Northern Pacific or any other road."

An Electric Supply Company.

The last *Gazette* contains the certificate of incorporation of the "New Westminster Electric Supply and Construction Company," limited liability. The promoters of the scheme are Samuel Woods, John H. Galbraith and John R. Polley. The objects of the company are set forth to be: To carry on the general business of supplying, purchasing and selling electrical machines, apparatus, gear, and all and every kind of instruments whatsoever considered and deemed to be electrical; to manufacture, construct, build and equip all and every kind of electrical motor machines, instruments and gear whatsoever; to generally carry on the business of electrical experts in its fullest and completest extent, both in construction and supply. The capital stock is $10,000, divided into 100 shares of $100 each. Their office is located on the corner of Columbia and McKenzie streets, and they expect to be ready for business in a few days. Mr. John H. Galbraith, the well-known electrician, will have charge of the works, and will doubtless make a successful venture of it.

Honolulu Rains.

SAN FRANCISCO, March 15.—The steamer Alameda from Sydney and Honolulu this evening, brings news of a great rainstorm at the latter place on the 7th inst. Streams were much swollen, streets converted into rivers, many houses flooded, and business almost entirely suspended.

Debate on School Question.

TORONTO, March 15.—A great debate on the separate school question has been arranged to commence on Tuesday next, in the Ontario Legislature.

FISHERIES LICENSES

INSPECTOR MOWAT RECEIVES INSTRUCTIONS FROM OTTAWA

At an Early Hour This Morning—Several Important Changes—Cannerymen Have to Pay Dearly for Them—The Close Season—Provision for Supply of Local Market—Particulars of New Regulations.

At an early hour this morning Mr. Thomas Mowat, Dominion Inspector of Fisheries, received a dispatch from the Fisheries Department at Ottawa, conveying urgent instructions as to the issuance of licenses on the Fraser River. TRUTH is enabled to give the contents of this dispatch, which are as follows:

Size of mesh to be 5¼ inches, extension measurement.

The close time will be from 6 p.m., Saturday, to 6 a.m., Monday.

The number of licenses to be issued for the Fraser River will be 500, which is an increase of 150 over last year.

Three hundred and fifty of these licenses will be given to old and new canneries.

One hundred and fifty will be given to freezers, fish markets and individual fishermen.

Particular instructions as to the allotment of licenses to the canneries will be sent by mail.

The price of cannery licenses will be $20 for each boat up to twenty boats; over twenty boats, $30 for each boat.

Freezers, fish markets and fishermen will be charged $5 for each license.

No fishermen will be allowed more than one license.

Mr. Mowatt said that he would issue a few licenses, probably 25, immediately to freezers and fishermarkets, enough to supply the immediate wants of the people, but that no individual licenses would be issued or allotements made until his letter of instructions was received, which would be in about ten days.

There are some considerable changes in these regulations from last year, which will possibly be looked upon by some of those directly interested as hardships, notably the price of cannery licenses as compared with those issued to freezers and fishmarkets, and the big jump from $20 to $50 for each boat over twenty. The price last year was $5 for each boat.

There are now on file in the Inspector's office nearly 300 applications for licenses by the class for whom only 150 have been apportioned.

JUST THINK OF IT! WE ARE SELLING

MEN'S Red Wool Undershirts or Drawers, splendid value at 75c, for **60c.**
Fancy Striped Wool Undershirts or Drawers, usually $1.50, for **$1.25**
Grey Wool Undershirts and Drawers for **37 1-2c** each.
Linen Collars, several shapes, **10c** each, **3** for **25c.**
HATS, stiff and soft, at **Half Price.**

CLEARING OUT TO TAKE STOCK!

OGLE, CAMPBELL & CO.,

CLOTHIERS AND OUTFITTERS,

Next Door Bank of Montreal, - - - New Westminster, B. C.

THE SOUTHERN RAILWAY.

What they Want from Seattle. Prospects No Northern Pacific Alliance.

"All we ask for is a single track right-of-way along Railroad Avenue," said H. V. Thompson, attorney and large stockholder in the Fairhaven & Southern, to a Seattle *Press* reporter. Continuing, Mr. Thompson said: "The Fairhaven & Southern only asked for a 25-foot right-of-way along Railroad Avenue. In return for this favor we will pledge ourselves to complete the road from New Westminster to Seattle within a year.

"The matter resolves itself down to the following proposition: The Fairhaven & Southern is to be built from New Westminster on the Fraser River to Portland on the Willamette River. It will tap the Canadian Pacific at New Westminster, the Great Northern and Northern Pacific at Seattle, the Northern Pacific again at Tacoma and the Union and Southern Pacific at Portland. The latter will give the Fairhaven & Southern a coast line connection, unbroken from Fraser River to San Diego. Out of each and every one of these roads we expect to get business, and feel that the Fairhaven & Southern cannot fail to do a large amount of the freight and passenger business. We will have to either build through or go around Seattle. Our application to the City Council for a franchise for a right-of-way through Seattle shows that we intend to come into the city if the opportunity is given us. It should extend a hearty welcome to so worthy a railroad enterprise as ours is.

"Just look at what we have already done. We have built and are opening 28 miles of road out of Fairhaven towards this city. From Fairhaven to New Westminster the railway is graded, and 6,000 tons of rails are now on the way from the East to iron this section.

"There only remains about 60 miles to build to reach this city. In order to get into the city we are willing to submit to all or any limitations that may be imposed by the council, provided they are possibilities. All we ask is a right of way similar to those which have been granted to other railroad companies, which have or which purpose to come into Seattle.

"Now a word about the charge that the Fairhaven & Southern is owned by Northern Pacific men. This is not a fact, and there is not a man interested in the road who ever owned a single share of Northern Pacific stock. To be sure Nelson Bennett built the Cascade tunnel for the Northern Pacific Railroad and was paid for it, but that does not make him a Northern Pacific man, as has been asserted," concluded Mr. Thompson.

Police Court.

There was only one guest at Judge Atkinson's reception yesterday morning, and it was not through choice that he was present. Finley McIntosh was his name, and he renders good service to his country, and especially the people of this city, by delivering the all-potent lacteal fluid necessary for their requirements. He is also a land-holder, being the proprietor of several lots in the northern part of town. He is likewise a man of business, and before court convened he ransacked the offices of the City Clerk and engineer for maps of his demesne and opened a sort of impromptu real estate mart, with Officer Carley and the reporters as prospective buyers. The gallant officer was just on the point of closing the bargain for a lot when His Honor entered, and Captain Smith's stentorian "Order in court!" brought the negotiations to an untimely end.

"Mr. McIntosh," said His Honor, "you are charged with leaving your horse unhitched upon Royal Avenue, contrary to the by-laws of the city. What is your answer to the charge?"

"It wasn't on Royal Avenue; it was on Agnes Street I had my horse; but I'm guilty just the same."

After cautioning him against the recurrence of the act, the magistrate fined him $5 without costs.

"All right, Your Lordship," said the defendant, diving down into his pocket for the needful; "shall I give it to you or to this gent?" pointing to Sergeant Smith.

Being told to pay it to the Sergeant, he handed it over with a suspicious look at the giant officer. Then turning to the reporter and Officer Carley, he again opened negotiations for the sale of real estate, and had one of the officer's big brass buttons nearly off when the newsgatherer beat a hasty retreat.

LOCAL ITEMS.

The real estate boom has struck Blaine.

Dr. Fagan arrived home by the Yosemite last night.

Mr. and Mrs. T. F. Sinclair came up by the boat last night.

D. J. Munn came home yesterday from a short visit to Victoria.

Low water still continues in the river, but not as low as on Thursday.

George P. Janes, engineer of the Southern railway, is at the Colonial.

Arthur G. Thynne, son of Canon Thynne, of England, is at the Queen's.

W. C. Ward, manager Bank of British Columbia, is a guest at the Queen's.

County Court will convene at Chilliwack on the 27th instant.

S. J. Trapp, who has been visiting Victoria for a few days, came home yesterday.

John T. Fee, noted in athletic circles about Victoria, is stopping at the Colonial.

Mr. Samuel Meland has been appointed Treasurer of the Municipality of Chilliwack.

Mr. H. T. Thrift, the popular municipal clerk of Surrey, was in town yesterday on business.

Customs Collector Clute arrived home by the train yesterday afternoon from a visit to the Capital.

The steamer Emma arrived yesterday from Saanich with 450 barrels of lime for W. E. Dickinson.

Rev. James Boston, of Nanaimo, will preach in the Baptist Church here tomorrow morning and evening.

Notices to the creditors of the estates of John Stewart and Charles Bloomfield, deceased, will be found in another column.

The Salvation Army will hold a grand "blood and fire" meeting tonight and tomorrow, in their barracks, Douglas Street.

There were over 50 tons of freight on the C.P.N. Company's dock last night for Victoria, which will go down by the Yosemite at 7 o'clock this morning.

Rev. Mr. Calvert and wife and Rev. Dr. Warren came up from Victoria last night, having been in attendance at the spring session of the Presbytery of Columbia.

The Provincial Government has allotted to this city $3,000 for hospital purposes, and $20,000 for a new courthouse. The estimates will be found in another column.

AT THE QUEEN'S.—Arthur G. Thynne, Victoria; R. W. Macfarlane, Edinburgh; W. C. Ward, and daughter, Victoria; G. M. Leichman, Vancouver.

In the item yesterday referring to the repairs being done on the tug Active, it should have read that new boilers were being made in Victoria, instead of engines.

Messrs. John McFlise & Co., of Vancouver, have just finished placing the electric bell system in Tolmie's new hotel, this city. It operates splendidly, and reflects much credit upon the contractors.

The Adelaide arrived down from Chilliwack and way landings at 5 o'clock yesterday morning, with eight passengers and a quantity of freight, consisting principally of live stock. She leaves again at 7 this morning.

Lee Yuen, alias Paddy, an old rounder, was brought over from Vancouver yesterday and lodged in the Provincial gaol for six months, having been convicted of stealing a caddy of tobacco from Oppenheimer's store. He was escorted over by Officer McLeod.

By reference to a notice in another column of this issue of TRUTH it will be seen that Mr. Joseph E. Gaynor has become a partner in the law firm of Armstrong & Eckstein. Mr. G. is a young man of marked ability who will no doubt soon become prominent in legal circles.

The Yosemite brought freight for the following city firms last night: A. J. Tolmie, A. Desbrisay, Brunette Saw Mill Company, R. H. Parke, Greene & Fleming, C. McDonough, D. S. Curtis & Co., E. S. Scoullar & Co., G. R. Raymond, H. Harvey, H. O. Walker, J. D. Rae, J. Strickland, J. Wise, J. Ellard & Co., Kwong On Lung, Ross, McLaren & Co., M. Sinclair, W. McColl, A. & E. W. McInnis, M. Hayes, Ogle, Campbell & Co., Royal City Planing Mills Company, R. J. Armstrong, J. Rankin, steamer Wm. Irving, T. J. Trapp & Co., Van Volkenburgh & Bro., Vancouver Transfer Company, W. & G. Wolfenden. Up-river consignees: B. A. F. Co., Wo Lung, D. D., Hudson's Bay Company, D in dia., F. E. W., D. McG., G. E., H. Bros.

The steamer Yosemite arrived about 7:30 last night from Victoria with the following passengers: Mr. and Mrs. T. F. Sinclair, Mrs. Eastman, Miss Phillips, M. Clark, J. Leaf, W. H. Mawdsley, J. Nicks, A. Garratt, A. Graham, Rev. Dr. Warren and son, Rev. Calvert and wife, J. McNeil, J. McLellan, W. Morrison, J. Jordan and Dr. Fagan. Her delay was caused by low water and large consignments of freight for lower river canneries.

AT THE COLONIAL.—W. Walling, Lulu Island; A. C. Wren, Chilliwack; John Barker, Harrison River, George P. Janes, Fairhaven; Alex. Nicholles, Port Townsend; A. W. Ramsay, Fairhaven; H. Brooke, Vancouver; E. C. Bridgemen, Vancouver; John L. Sutherland, Spence's Bridge; D. J. Munn, City; J. C. McLennan, M. Appleby, Victoria; C. C. Hobson, Vancouver; J. Findlay, Vancouver; W. H. Loudon, Lulu Island; John T. Fee, Victoria.

Today's Football.

The first match game of football of the season will be played on the park grounds today, between a team from the New Westminster club and one from the Vancouver club. If the weather is fine, which is doubtful, there will be some fine sport. The local team has not been practising as much as they should, but will be able to give the visitors a reception worthy of their reputation. Following are the names and positions of the home team: Back, Whyte; three-fourths back, Lewis, Morrisey, McGregor; one-half back, Greame, Woods; forwards, McMartin, Lister, Mowat, Corbett, McLaren, Clapcott, Hamber, Bell, Pickles. The second game will be played in Victoria on the 22nd, between the Westminster team and one from the Capital City club.

Dr. Baldwin's Lecture.

Notwithstanding the inclemency of the weather last night, the lecture given in Herring's Opera House by Dr. Orpha D. Baldwin was fairly well attended, the audience being principally ladies. The meeting was opened at 8:30 o'clock by devotional exercises, after which Mrs. J. Cunningham, who occupied the chair, introduced the lecturer. The discourse, which occupied over an hour, was very interesting and instructive throughout, and was listened to with marked attention. The subject of the lecture, which was confined to physiology and hygiene, was illustrated with the assistance of a mannakin.

The River Floods.

NEW ORLEANS, March 14.—The condition of affairs on the river front is much more satisfactory. The weakest places in the levee have been strengthened. The river levees have been injured more by wind and weather than by any overflow. The Louisiana Lottery today donated $50,000 to the city for use in protecting the city from the overflow.

GREENVILLE, Miss., March 14.—The sun shone today for the first time in a week, with a cessation of rain. The river rose an inch today.

BATON ROUGE, La., March 14.—The river tonight registers one foot below the high-water mark of 1874. The levees are holding out well.

DONALDSONVILLE, La., March 14.—The water has been stationary since morning, and is now six inches below high-water mark.

ST. JOSEPH, La., March 14.—The river rose three inches today. The levees are holding out.

A Gladstonian Returned.

LONDON, March 14.—The election to fill the vacant seat for Stoke-upon-Trent, which took place today, resulted in the return of Mr. G. Leveson-Gower, Gladstonian, who received 4,157 votes, to 2,926 cast for W. S. Allen, Unionist.

Attacked with Belaying Pins.

LIVERPOOL, March 14.—The non-unionists employed on the British steamer Bostonian, Capt. Trast, loading for Boston, were today attacked by unionists armed with belaying pins. The disturbance was quelled by the police, who made a number of arrests.

The Dock Laborers Beaten.

LIVERPOOL, March 14.—The situation with regard to the dock laborers strike denotes that the strikers have been defeated. The position of the men is menacing, and there are grave fears that serious collisions will ensue.

To Prevent Cremation.

By the exercise of a little care and the adoption of a few simple rules a great deal of rheumatism could be prevented. Abstemious living, free exercise, frequent bathing to keep the skin active, a liberal use of fruits and drinking of water in large quantities are sure preventives. Water dissolves and washes waste matter out of the system and its use is essential where there is any impairment in the action of the kidneys, bowels or skin. By the application of this simple treatment and ordinary care immunity from rheumatism can be obtained.—New York Telegram.

Of the 37,289 dogs registered at Berlin only 31,353 pay the dog tax, while the rest escape for the following reason: 1,699, because they are always on the chain; 1056, because they are used for draught purposes; 51, because they are the guides of deaf mutes; 21, because they are sheep dogs; 9, because they belong to public watchmen; and 61, because they are owned by members of foreign embassies.—Montreal Star.

NOTICE.

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

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

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

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

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

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

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

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

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

To perform all such acts, matters and things as the Company may deem incidental or otherwise conducive to the attainment of any of the above objects, or to the conversion or disposition of any security or property held by the Company.

DRAKE, JACKSON & HELMCKEN,
Solicitors for the Applicants.

Dated 4th December, 1889, Victoria, B. C.

NOTICE

IN RE ESTATE OF JOHN STEWART, Deceased. All persons having claims against the above estate are requested to forward the same with proper proof thereof to the undersigned on or before the 8th day of April, 1890.

W. H. FALDING,
Administrator.

Dated 4th March, 1890. 150 1m.

NOTICE

IS HEREBY GIVEN THAT THE PARTnership heretofore subsisting between us, the undersigned, as dry goods merchants, has been this day dissolved by mutual consent. All debts are to be paid to H. B. Shadwell, and all claims against the said partnership are to be presented to the said H. B. Shadwell, by whom the same will be settled.

Dated the 7th day of March, 1890.

Signed: H. G. WALKER.
H. B. SHADWELL.

Witness: A. LEAMY. 149 6t

WANTED

BY A COLLEGE GRADUATE AND teacher of eight years' experience, a number of men or boys to form a night class. For further particulars address P. M. Cooper, this city, or call at corner of Montreal and Mary Streets, New Westminster. 145 tf

NOTICE OF DISSOLUTION

NOTICE IS HEREBY GIVEN THAT the partnership heretofore subsisting between us, the undersigned, as hotel keepers, has this day been dissolved by mutual consent. All debts owing to the said partnership, are to be paid to John E. King, and all claims against the said partnership are to be presented to the said John E. King, by whom the same will be settled.

Dated at New Westminster, this 27th day of February, A. D., 1890.

JOHN E. KING.
ROBERT KEERY.

Witness:
ALBERT E. FRASER. 134 tf

COUNTY COURT OF NEW WESTMINSTER.

Holden at Chilliwhack.

A SITTING OF THIS COURT WILL be held at Centreville, on Monday, the 27th day of March, 1890, at 11 a. m., of which all parties concerned are required to take notice.

By order,

JOHN S. CLUTE, Jr.,
Deputy Registrar.

New Westminster, Feb 24, 1890. 153 td&w.

SOCIETIES

I. O. O. F., NEW WESTMINster Lodge No. 5. The regular meetings of this lodge are held at the Odd Fellows Hall every Friday evening at 8 o'clock. Visiting brethren cordially invited to attend. T. TYLEE, Rec. Secy.

WORKINGMEN'S LEAGUE. THE New Westminster Workingmen's League meets every Friday evening at 8 p.m., in the Forester's Hall.

1113 A. J. MICHIE, Rec. Secy.

Canadian Pacific Railway

NOTICE

On Saturday, the 15th instant, the train timed to leave New Westminster at 16 o'clock for Vancouver will not leave until 18 o'clock, in order to give people an opportunity of attending the football match. (Signed)

H. ABBOTT,
Vancouver, March 11th, '90. Gen. Supt.
181 3

Stallions For Sale Cheap

"VIDETTE A COACHER"

Registered in C.C.H.S.B., rising 4 years, 16 3-4 hands, 1400 pounds; sound every way. Price $1,400. Also

"TAM O' SHANTER"

A Clydesdale, rising 6 years, 16 hands, 1700 pounds, good pedigree, unregistered. Price $500. Written guarantee with either of these horses.

Parties desirous of securing first-class stock should apply at once for particulars to

John H. Watson,
Fire Hall, New Westminster, B. C.
150 d tf

REDUCTION SALE

30 Per Cent Off for next 30 Days

Don't Procrastinate, but Go Now to the Store of

M. PEEBLES

Where the finest assortment of Finished needlework, Stamped Felt, Linen and Plush Goods, Cushions, Table Covers, Smoking Caps, Sideboard Covers, Toilet Sets, etc., are being sold at a Reduction of 30 per cent off of regular prices.

BOYS' AND CHILDREN'S

CLOTHING

CALL ON

J. E. PHILLIPS

COLUMBIA STREET

HIS STYLES FOR SPRING ARE NOW COMPLETE

And an inspection of the Goods he is offering will repay a visitor.

THOS. EARLE,

Importer and Wholesale Grocer, Wharf St., Victoria

Offers for sale: Tea, China and Japan, Sugars, Syrup in all style packages, Rice in bags, all brands, Canned Goods, Wooden Ware, Brooms, and a complete stock of Fancy Groceries. All direct importations and offered to the trade at the lowest possible price.

STEMLER & EARLE,

Proprietors of the PIONEER STEAM COFFEE AND SPICE MILLS. Ground Coffee, 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.

REID & CURRIE

MACHINISTS, FOUNDERS AND BLACKSMITHS.

BRASS AND IRON CASTINGS. 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

R. P. RITHET & CO.

5 Commercial Row, Victoria

Importers and Commission Merchants

Agents for the Imperial Fire Insurance Company of London.

ADVANCES MADE ON CONSIGNMENTS

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

P. PEEBLES. NEW GOODS ARRIVING DAILY

I have made extensive alterations in my store, and have also rented a large ware-house in the rear of my store-room, and will thus be able to keep a larger stock to select from. First-class upholstery a specialty.

DEALER IN FURNITURE, MATTRESSES, ETC.

Columbia Street, New Westminster.

S. MANAHAN

DEALER IN ALL KINDS OF

FRESH AND SALT MEATS

HAM, BACON, SAUSAGES, BOLOGNAS, ETC.

Meats delivered to all parts of the city free of charge. Orders from river points supplied promptly. FRONT STREET, NEW WESTMINSTER. 130

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

W. E. DICKINSON,

TRUCK AND DRAYMAN

Dealer in Lime, Plaster, Cement, Wood, etc.

COAL

Orders Received for NEW WELLINGTON COAL

DRAYING A SPECIALTY.

Office opposite Canadian Pacific Navigation Co.'s Wharf. Telephone Calls: Office 92, Residence 71.

Telephone No. 85 Armstrong Block, New Westminster

Bell-Irving, Paterson & Co.

Wholesale and Commission Merchants. Wholesale Dealers in Liquors,

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, 4 months $2, 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 $2.50, position advertisements $3.50. In the weekly at $1.50 an inch per month. No patent medicine advertisements inserted in either edition.

TRANSIENT ADVERTISEMENTS (in either daily or weekly) $1 an inch for first insertion and 50 cents an inch for each additional insertion, payable in advance.

LOCAL NOTICES 25 cents a line, contract rate 10 cents a line, each insertion in daily. Weekly rate 25 cents a line each insertion.

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

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.

Among the items of the estimates brought down in the Provincial Legislature on Friday is one of $30,000 for surveys throughout the Province. We presume this is the item that was foreshadowed in the Speech from the Throne as a measure for the promotion of immigration to the Province. The sum will be regarded as small, but if judiciously expended will make a good beginner for a work that has been wofully neglected in the past. It must be apparent that in the absence of proper surveys and the topographical information that should be collected in conjunction with them, very slow progress will be made in the matter of settling up the Province, except in those there are now almost wholly taken up. It is to be hoped that the work will be pushed on vigorously, and that by the end of the present season the Provincial land offices will be in possession of such knowledge as will enable them to locate all settlers that may come forward.

The Vancouver *News-Advertiser* is never so successful in discovering the shallow depths of its knowledge as when it undertakes to discuss trade questions. In yesterday morning's issue it struggles with "Interprovincial Trade." The results are, to say the least of it, comical. It contradicts itself at every turn. For instance it intimates that the building of the Spokane & Northern Railway would interfere with our trade with the Northwest Territories,—to use its own words, it would interfere with "the interchange of both natural products "and manufactures with our eastern neigh"bors in the great territories across the "mountains . . . . the pro"duce of our forests and fisheries, while "[otherwise] from that district we would "draw a large proportion of the food sup"plies now imported from the United "States." A little further on the article reads: "Under such a system we would be "trying to exchange our products with "Washington and Oregon, the people of "which could offer us in return only the "same commodities of which we ourselves "possess a surplus." And in the very next sentence it says: "Trade under such a sys"tem [with Washington and Oregon] would "speedily die out because of the want of "proper materials requisite for its life." If to this it had added that all these things are a warning to beware of the flowing bowl, the absurdity of the reasoning would not be greater.

A railway from Nelson to Spokane Falls could by no possibility interfere with the supply of timber and fish which British Columbia sends to the Northwest Territories. The territories would still need our timber and our fish and our fruit, because there is no other source of supply for them. Certainly these supplies would not be brought up from Spokane *via* Nelson and the Columbia River to the Northwest. Nor would there be any diminution of the supplies that British Columbia would bring from the Territories,—at least we must not expect such a contingency, if we are to believe that trade with Washington and Oregon "would speedily die out" because British Columbia had no exchange of products to make with them. The only point that is made clear in the Vancouver paper's article is its wholly selfish and impolitic contention that because the people of the Kootenay country cannot trade to advantage with the three cities on the coast they should not be allowed facilities to trade anywhere else.

The paper approves of some remarks made by the Macleod *Gazette*, and intimates that the people of the Territories are hostile to railways crossing the international boundary line to develop trade with Canada. It may be news to the Vancouver editor, but it is a fact, that the people of the Territories, and particularly the people of the Macleod district, have been struggling for years to get a railway built up from Montana through the very heart of Alberta. The Macleod *Gazette* would be in a very transport of joy to learn that such a railway was about to be built. It would fulfil its most cherished hope. They have been on the very point of rebellion two or three times because such a thing was denied them by monopolists of the *News-Advertiser* stripe. Their objection to a railway from Spokane, if it exists at all, is raised because the road would assist Nelson instead of Macleod—a mere local jealousy. They have no objection to the road because it crosses the boundary and runs to an American city. They pray for one as fervently as does Nelson.

The Vancouver paper continues its article with some nonsense about the (sic) trend of trade, and the interchange of commodities being naturally easterly and westerly, and not between the different Provinces and the states lying to the south of them. If this trend (a word, by the way, apparently lugged in by main force) is a fact, why this terrible fear about the "trend" being disturbed by a railway? Trade should be allowed to follow those channels which are most profitable to the trader. If the "trend" of profitable trade is easterly and westerly, that is the "trend" which will be followed, and the southerly course will be neglected. But is the alleged "trend" really in an easterly and westerly direction? If the Vancouver editor will turn up the Dominion returns of imports and exports he willfind that his alleged "trend" is not a fact. He will find that the trade of the United States is increasing by some millions a year, while that with Great Britain is decreasing or stationary. Our export trade with Great Britain is unhampered by customs duties, while that with the United States, both import and export, is obstructed by tariff walls of from 20 to 30 per cent. And still with all these barriers the "trend" becomes more pronounced in a southerly direction every year. What does it mean? Simply that the Vancouver man, despite the learned length of his words, don't know

PROVINCIAL JOTTINGS.

Mayor Hilbert, of Nanaimo, is interesting himself in the formation of a horticultural and agricultural society in Nanaimo.

Captain Charles K. Clark, late master of the Victoria schooner Juanita, reports the existence of a rock awash at high water and not indicated on the charts. It is situated off the mouth of the On-ou-Kinsh Inlet, on the west coast of Vancouver Island, and near the fairway of vessels entering that inlet. The rock lies on the following bearings: Ciara Islet, north 68 degrees 45 minutes east; outermost of the Barrier Islands, south 55 degrees east. Position, 50 degrees 3 minutes 38 seconds north, 127 degrees 39 minutes 25 seconds west.

A Victoria Chinaman is about to open a real estate office.

Reports from the sealers show the following catches up to March 5th: E. B. Marvin, 136; Black Diamond, 115; Sapphire, 90; Beatrice, 40.

LA · GRIPPE

The only safe cure is to take a course of BATHS at

SAINT ALICE HOTEL,

Harrison Hot Springs, B. C.

Experienced Physicians at the Springs. Terms $1.50 to $3 per day. [illegible]

New Wellington Coal

WEBSTER'S WHARF

J. W. CREIGHTON. Agent

New Vancouver Coal Co. of Nanaimo

Telephone 105. P. O. Box 170

Office on the Wharf

Orders may be left at W. E. Dickinson's office, on Front Street.

COAL PROMPTLY Delivered to all parts of the City.

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 steam boats at the

LOWEST POSSIBLE PRICES

137 my

WM. B. TOWNSEND.

Commission Merchant.

General Dealer in Farmer's Produce.

Columbia street, corner Douglas, adjoining railway depot

Consignments solicited.

Crosse & Poingdestre

Wholesale and Retail

TOBACCONISTS

Choicest Brands of Imported Cigars, Finest Cigarettes, Fancy Imported Pipes, Pouches, Cigarette Cases, Choice Smoking Tobacco, Etc.

Thompson's old Photograph Gallery, Columbia Street,

NEW WESTMINSTER.

NOTICE

IS HEREBY GIVEN THAT SIXTY DAYS after date we intend to apply to the Chief Commissioner of Lands and Works for leave to purchase all that piece or parcel of land situate in Township One (1), District of New Westminster, described as follows: Commencing at the International Boundary line, running northwest along the high water line of Sections One (1) and Two (2) of said Township One (1), to the western corner of said Section Two (2), thence south to the said International Boundary line and thence along said International Boundary line to place of commencement, containing 900 acres more or less.

S. T. MACKINTOSH,
ANDREW LEAMY,
JAMES LEAMY.

New Westminster, 13th March, 1890. 162-1m

NOTICE.

IN RE THE ESTATE OF JOHN STEWART, late of Mount Lehman, logger, deceased intestate. All persons having claims against the above estate are requested to forward the same with proper proof thereof, to the undersigned on or before the 14th day of April, 1890.

JOHN S. CLUTE, Jr.,
Administrator.

Dated 13th March, 1890. 163-1m

NOTICE.

IN RE THE ESTATE OF CHARLES Bloomfield, deceased. All persons having claims against the above estate are requested to forward the same with proper proof thereof, to the undersigned on or before the 14th day of April, 1890.

JOHN S. CLUTE, Jr.,
Administrator.

Dated 13th March, 1890. 163-1m

ROYAL AVENUE NURSERY

NOW IS THE TIME FOR LADIES AND gentlemen to come and inspect my stock of pot plants, in bloom and otherwise; also roses and flower seeds. Fertilizer and other plant foods. Flower pots of every kind just as cheap as they can be bought at the pottery; I buy at wholesale and can sell cheap. Plants in pots from five cents up to $1.25. Hanging baskets from 50 cents up to $1.50. Come and mark your plants early before the rush of the season. Crosses, wreaths and bouquets.

151-1m ALFRED C. WILSON.

CORBOULD, McCOLL & JENNS,

Barristers, Solicitors, etc. Offices: Masonic Buildings, New Westminster and Vancouver. 149 mly

THORNTON FELL

Barrister, Solicitor and Notary Public, Masonic Block, New Westminster. 126 my

Armstrong, Eckstein & Gaynor,

Barristers, Solicitors, etc., Armstrong Building, New Westminster.

RICHARD P. SHARP, M.S.A.,

Architect. Room E, over Bank of British Columbia, New Westminster.

E. M. N. WOODS,

Barrister at Law. Office—McKenzie Street, New Westminster.

T. C. ATKINSON,

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

G. PITTENDRIGH,

Real Estate Broker and County Court Agent, Commissioner, Notary Public, &c. Rents collected. Office—McKenzie Street, New Westminster.

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. Hamley Block, New Westminster.

CLOW & MACLURE,

Architects. Office—Room F, over Bank of British Columbia, Columbia Street, New Westminster.

Victoria Nursery

AND SEED ESTABLISHMENT

P. T. JOHNSTON & CO

Successors to Mitchell & Johnston.

Will have for sale during the coming season a large and varied assortment of Fruit Trees, Ornamental Trees and Shrubs, Evergreens, Herbaceous Plants, Bulbs, and other nursery stock of all descriptions, suitable to the climate including many novelties from Japan, at prices far lower than they can be imported from Canada or the east.

Clover and grass seeds and all other seeds at greatly reduced prices.

For further particulars see our price catalogues, which will be forwarded post free on application.

Our seeds for sale by Messrs. C. McDonough and James Wise of New Westminster.

SEED STORE, No. 28 Fort Street. NURSERY, Cadboro Bay Road. 127-2m

DIRECT FROM ENGLAND.

J. S. MANSON is just in receipt of a splendid line of ENGLISH and SCOTCH SUITINGS, Chinchilla Overcoatings, and Fancy Trowserings. Prices that will suit. Store on north side of Columbia Street, near corner of McKenzie.

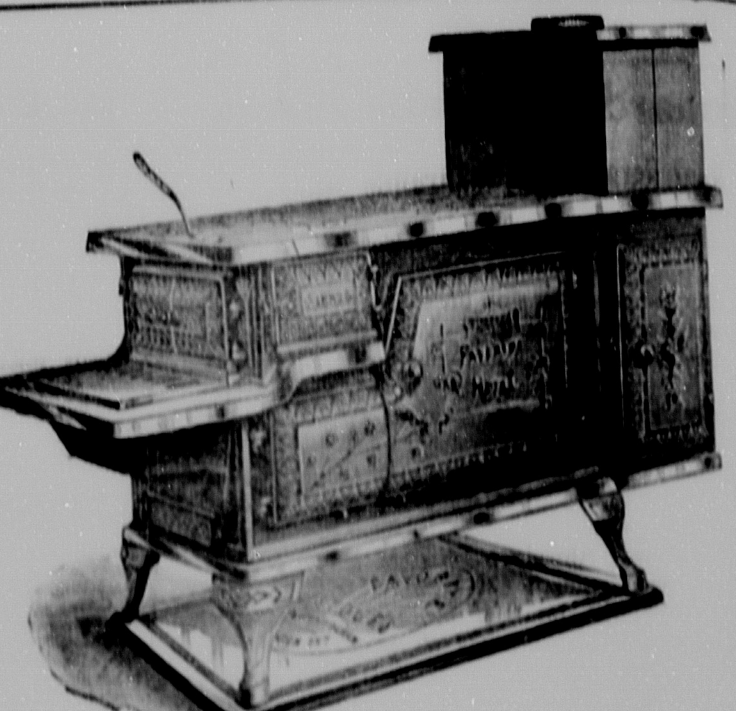
W. TURNBULL & CO

CONTRACTORS.

NEW WESTMINSTER, B. C.

HARDWARE

H. M. CUNNINGHAM & CO.



STOVES, RANGES, TINWARE

Canadian Pacific Railway.

PACIFIC DIVISION

General Superintendent's Office

CAUTION

OWNERS AND MASTERS of vessels and other Craft navigating the Fraser River, are cautioned to keep between the buoys painted Red and White, respectively, at the Mission Bridge, as during the construction of the bridge navigation between the banks of the river and the buoys is dangerous, owing to piles being driven there.

H. ABBOTT,
General Superintendent.

Vancouver, B.C., May 8, 1889. 177-2m

E. BROWN & COMP'Y

Importers and Wholesale and Retail Dealers in

Wines, Liquors, Cigars

Columbia St., New Westminster.

HOLBROOK HOUSE

Front Street, New Westminster.

JOHN RANKIN, Prop.

Rates from $1 to $1.50 a Day.

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LADIES

during the next

15 DAYS

We will give a bottle of the finest

PERFUME

A PRESENT to every Lady who purchases anything in

$2 & Upwards.

This offer for 15 days only.

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John W. Andrzejewski

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

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W. J. ARMSTRONG, Agent for New Westminster.

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Meals Served in First-class Style at ALL HOURS

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Centre of City.

Headquarters for Travelers and Commercial Men.

Sample Rooms.

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NEW WESTMINSTER, B. C.

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LIMITED

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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 Furnishing for Canneries, Doors, Frames, Windows, Mouldings, Blinds, Railings, Balusters, Brackets, newels. All kinds of Plain and Fancy Turned Work

PRESIDENTIAL HANDSHAKING.

An Old Gentleman Relates Some Interesting Reminiscences.

Can any one give the name of the president of the United States who introduced the custom of handshaking on the occasion of letting in the sovereigns to pay their respects to the presiding sovereign of the nation? That neither of the first two presidents introduced this custom is a statement which no one is likely to contest, but that it was fully in keeping with the public manners of Mr. Jefferson during his presidential terms of office no one qualified to give an opinion would be likely to dispute. I happen to have it in my power to illustrate this point: Frankford, once a borough, but now an integral part of Philadelphia, is situated on a creek, whence it takes its name, at about four miles from Independence hall. The first thing that takes the eye of the traveler after having crossed the creek and entered upon Frankford's main street is a veritable mansion on the left and deeply recessed from the street, from which it is approached by a winding avenue of stately elms; this noble suburban residence was standing at the time of the Revolution, and, according to popular legend, its extensive and romantic grounds were the scene of the first public celebration of the Declaration of Independence which took place in the United States. Early in the present century this aristocratic home was in the occupancy of an English gentleman of literary and musical culture, afterward known as the inventor of the everpointed lead pencil and other useful mechanical contrivances.

In the year 1845, or thereabouts, I met the gentleman at Frankford, then an octogenarian, and on a visit to the scenes of his early life. In the course of a conversation I held with him, he related to me the following anecdote of Mr. Jefferson: One day he heard a knock at the front door, and no servant being at hand, he undertook to respond to the summons in person. On opening the door, great was his astonishment at finding himself standing in the presence of Thomas Jefferson, then president of the United States. On his very earnest inquiry as to the disposition which the president had made of his horse, Mr. Jefferson replied that he had put him up in the stable. On arriving at his destination, he had ridden around to the rear of the mansion and installed his horse in the stable. The gentleman informed me that he never told this anecdote in England without exciting the indignation of his auditors that the president of the United States should be so unmindful of his exalted office as to stable his horse with his own hands. Nothwithstanding this and many other similar specimens [illegible] ...o, I am inclined to attribute the [illegible] of the handshaking in question to the hero of New Orleans rather than to the philosopher of Monticello.

In the year 1840 I was residing on Hudson river and cast my vote in favor of Gen. Harrison, the Whig candidate for the presidency.

In the next spring after the inauguration of Gen. Harrison I visited New York city, and met at the house of a friend a gentleman from the west, who was a nephew of the president. He informed us that on his way to New York he stopped in Washington and called at the White House, in order to see his uncle, the president. When introduced into the room where the president was, he was rushing forward to seize his uncle by the hand, when he drew it back, and requested his nephew to take it gently, for it was very sore and his arm quite lame. I need not dwell upon the injurious effects of handshaking upon the health of Gen. Harrison, nor the fatal event to which it is believed to have largely contributed.

I happened to be in Lancaster, Pa., at the time when President Taylor, in the next summer after his inauguration, visited that city. On the day after his arrival he gave at the hotel where he was entertained a reception which I attended. At about 2 o'clock in the afternoon of that day I was on the sidewalk in front of the hotel and in a column which was advancing step by step into the presidential presence, when suddenly the president appeared at an open window which was directly above our heads and addressed us. He announced that his physician had prohibited a further proceeding of the reception. He expressed his regrets; he said that he should be glad to come down and shake every one of us by the hand until the tears came into our eyes, but as the tears were now all on one side, he should be obliged to retire.

"Good manners are the blossoms of good sense," the poet sings, and it is devoutly to be wished that the good sense of this great nation may, when it undertakes to pay its respects to the chief magistrate, bloom out in manners which are appropriate, that is, duly respectful, genial and nicely regardful of self respect. And here I am reminded of the manner in which President Washington was wont to conduct his receptions, as described to me by the late Ludovic Updike, Esq., of East Greenwich, R. I. He was secretary of the Rhode Island state convention which adopted the federal constitution and was deputed to go to Philadelphia and announce the important event to the general government. Precisely at 8 o'clock in the evening Gen. Washington entered the presidential drawing room where the company was assembled to receive him, and took his place on the hearth rug. He was in full evening dress, an elegant sword by his side and a tricornered hat in his hand. The visitors were then individually presented to him, each one was received with a stately bow, but without any handshaking. The president then began at one end of the row of visitors, and passing along the line addressed each one and then resumed his proper place on the hearth rug. After standing there a short time he made his bow to the company and retired; the reception was over.—Boston Transcript.

Over on Desplaines street is a well to do retail grocer who came here from Germany some years ago and has grown up with the city. Along in the early '70s there was a popular dye house next door to his grocery store, and in the backyard there was a number of dye vats and a great tank in which the dyer jealously guarded a good supply of soft rain water, in which he rinsed out the garments sent him to be cleansed. For many weeks the German grocer had had his eye on this rain water tank, and had thought how delicious would be a bath in its cool depths. One warm, moonlight, midsummer night the grocer looked into the dyer's backyard and the glint of the moonbeams on the rain water tempted him sorely. Along about midnight, without saying a word to any one, the German sneaked out of his back door, soap and towel in hand, cautiously scaled the fence and gained the dyer's yard. In the shadow of the rain water tank he disrobed, and then he vaulted into the pellucid water. The sensation was delicious.

The sly German splashed around in the water, lathering himself thoroughly with the soap, and chuckled to think of the consternation of his neighbor, the dyer, when he found his rain water full of soapsuds the following morning. After a while he hopped out, rubbed himself dry with his towel, jumped into his clothes, and climbed over into his own yard. He went into the house and, as he entered his wife's room, she screamed and called for the police. He looked surprised and asked what she was yelling about. She recognized his voice and asked where on earth he had been. He grinned and told her. Then she asked him to look in the glass. When he did so he fell back in astonishment. He was darkly, deeply, beautifully blue; even to his blonde whiskers and hair. The adventurous German disrobed and the dyer was summoned. He howled when he saw the grocer, and explained that he had put blue dye in the rain water tank that afternoon. Chemicals were used on the unfortunate grocer for hours, but to this day blue spots can be found all over him. But it was always one of his proudest boasts that he would live and dye in Chicago.—Chicago Herald.

The Apples of Sodom.

It seems that the more testimony adduced as to what the "Apples of Sodom" are, or were, the less we know specifically about them. One who examined them "found them to be the fruit of a thorny nightshade." Now, nightshade is a very popular name, and is usually applied, botanically, to a solanaceous plant (Atropa belladonna), including among its common allies the "bittersweet," common nightshade, "horsenettle," potato, egg plant, tomato and their varieties—all of which bear a smooth, solid fruit and numerous small seeds, but none of allied genus (Physalis), commonly called the "ground cherry," the calyx of which, after flowering, closes over the fruit and becomes enlarged and much inflated, by pressure will then explode. The apples of Sodom, therefore, do not seem to be allied to these herbaceous plants. Then, "the fruit of the osher," "osier," "osar" (peradventure osier)—which seems to suggest a kind of willow (Salix), of which there are said to be 140 pieces and varieties, varying in height from three inches to great towering trees—is said to be the famous apples of Sodom. If willows are meant they are not remarkable as fruit bearing trees, either normal or abnormal, although some of them sometimes produce very singular sorts of gall.

Asclepias gigantea is suggested as among the probabilities. Asclepidiacæ includes the milkweed family—the "wild cotton," as the species are usually called in some localities. From what we know of our local milkweeds, we can hardly realize that any of them should bear a fruit approximating the apples of Sodom.

The burden of testimony seems to be that the apples of Sodom are not "merely a figure of speech," but a real or apparent fruit; but there has been some looseness or superficiality in their description or scientific classification. If the technical name of the tree, shrub or plant—as recognized by botanists—had been given, the problem would have been solved long ago.—American Notes and Queries.

An Opinion of Antipyrin.

A medical correspondent writes to The London Lancet: "I firmly believe that chemistry has in antipyrin found a most invaluable remedy for migraine and other forms of headache that seem to be due to worry and overwork. In those cases where I have tried it, its effect has simply been marvelous. In one case of a lady who for years has been the subject of most distressing periodical attacks of intense pain, referred to the occiput, which defied all ordinary remedies, this drug relieved at once, and in this case the depressing fear of impending attacks is now a thing of the past. I presume in these cases it acts as a powerful sedative to the nervous system, and happily leaves no ill effects—a great desideratum. Ten grains repeated every hour for two or three hours is my plan of giving it, and then at intervals of six hours for a day or two after, to prevent all chance of a recurrence, this generally being at the desire of the sufferer."

Cold Food.

Eat all cold food slowly. Digestion will not begin till the temperature of the food has been raised by the heat of the stomach to 98 degs. Hence the more heat that can be imparted to it by slow mastication, the better. The precipitation of a large quantity of cold food into the stomach by fast eating may, and often does, cause discomfort and indigestion, and every occasion of this kind results in a measurable injury to the digestive function. Ice water drunk with cold food of course increases the mischief. Hot drinks—hot water, weak tea, coffee, chocolate, etc.—will, on the contrary, help to prevent it. But eat slowly, anyway.—Good Housekeeping.

SCAVENGER WORK

I beg to inform the people of New Westminster that having undertaken the post of

CITY SCAVENGER

I shall be pleased to complete all orders with promptness. Leave orders at the New Grotto hotel.
JOHN BURNS.

New Westminster, Oct. 5th.

Photographs by Night.

Mr. A. Mountain is now prepared to take photographs at night by a new system of artificial lighting. This will prove a great convenience to those who cannot come in the daytime. During the holidays the gallery will be open in the evenings from 6:30 to 9:30. Satisfaction guaranteed. Studio in the Wintemute building, Columbia street, New Westminster.

TOWING.

The steamer EMMA is now in A1 order for towing. Parties wishing first-class work should apply to Captain McCOSKRIE on board, or to MATHERS & MILLIGAN, New Westminster, or W. S. COOK, Vancouver.

HORSES FOR SALE.

Saddle, Driving and Draught Horses. Also Brood Mares with Foals

FOR SALE CHEAP.

Horses can be seen at G. W. Rasure's Sale Stables, adjoining Mrs. Geld's premises, Royal Avenue. 127-my

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SADDLERYWARE, ETC.

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A full line of saddles, harness, collars, bridles, whips spurs, robes, surcingles, sleigh bells, etc., stock saddles, gents' saddles, ladies saddles, boys' saddles, single buggy harness, double harness, track harness, farm harness, truck and dray harness, Concord harness, cart harness, plow harness, team collars, dray collars, hack collars, buggy collars.

Send in your orders. All work of the best material and workmanship. PRICES VERY LOW.

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WHOLESALE FISH and GAME DEALER

Front Street, New Westminster.

Highest price for Fur and Deer Hides

Correspondence invited. Telephone call No. 6.

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"RAINBOW"

Will resume her regular trips for NEW WESTMINSTER on Sunday, February 9th, and thereafter every Thursday and Sunday mornings at 7 o'clock.

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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 east and southeast.

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.

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A. D. CHARLTON, Assistant General Passenger Agent, 121 First street, corner Washington, Portland, Oregon.

Important to Purchasers

Call and inspect my full stock of American and Canadian

BOOTS AND SHOES

Cannot be beaten in the Province.

A SPECIAL.—Splendid $2 50 Kid Boot just to hand. WM. JOHNSTON, Columbia street.

Royal Swedish and Norwegian Consulate.

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VICTORIA, B. C.

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Execute Indents for every description of British and Foreign Merchandise, Lumber, Timber, Spars, and other Products of British Columbia.

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TACOMA–VICTORIA ROUTE.

Daily Except Sunday.

Leave Tacoma	7 00 a.m
Arrive Seattle	9 15 a.m
Leave Seattle	9 45 a.m
Arrive Port Townsend	1 15 p.m
Leave Port Townsend	2 00 p.m
Arrive Victoria	5 30 p.m

Daily Except Sunday.

Leave Victoria	6 00 a.m
Arrive Port Townsend	9 15 a.m
Leave Port Townsend	10 00 a.m
Arrive Seattle	1 30 p.m
Leave Seattle	2 00 p.m
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Tickets on sale to all points in United States, Canada, and Europe, via your choice of two transcontinental lines, and all eastern trunk lines.

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Information as to time, rates, connections, etc., cheerfully given upon application.
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Raising and moving buildings will receive special attention either at New Westminster or Vancouver. Office and workshops on Agnes street west of Douglas, New Westminster. All correspondence promptly attended to.

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Board and lodging per week, $5.00; single meals 25 cents; beds 25 cents. The bar in connection with the house is stocked with the best brands of cigars and liquors. Billiard table and reading room.

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