

Victoria Daily Times.

VOL. 23.

VICTORIA, B. C., FRIDAY, MARCH 13, 1896.

No. 13

Come and See

OUR LATEST SHIPMENTS OF NEW

Sterling Silver Goods.

NICE HAIR PINS, BELT PINS, BELT BUCKLES, ETC. ALSO SOME VERY PRETTY GOLD JEWELRY.

Our Prices are right, and everything always guaranteed at

Challoner & Mitchell,

Jewellers, 47 Government Street.

"Very Timely"

Waists

..AT THE..

Westside.

Eight Cases Opened To-Day.

See Windows. Particulars To-Morrow.

J. Hutcheson & Co.

Monday, March 9th, 1896.

HALL, GOEPEL & CO.,

100 Government Street.

Fire Agency—

The Liverpool & London & Globe Ins. Co. Losses settled without reference to Head or other branch office.

Marine Agency—

The Fireman's Fund Insurance Company, Lloyd's Underwriters, London.

Life and Accident—

The Traveler's Insurance Company.

Railway Agents—

The Union Pacific Railway Co'y.

Steamship Agents—

Atlantic Steamship Lines. Berths reserved by wire. Orders from Europe issued at lowest rates.

Coal Office—

THE WELLINGTON COAL YARD. Best Wellington Household, Nut, and Cannon Brand and Blacksmith Coal, constantly on hand, delivered in quantities to suit.

Your Ear, Please.



We would like to put a question to you. Are you aware that it is only occasionally you can secure such values as we are offering in Groceries, etc?

A few of our "Good Things." Push them along!

10 lbs. Rolled Oats, 25c.

Ross Laundry Bar, 5c.

Electric Soap, 65c. per box.

Our Blend Tea, 25c. per lb.

A quart bottle Guinness' Stout or English Ale, 20c.

Neufchatel and Fromage De Bris Cheese just in.

DIXIE H. ROSS & CO.

The Belle of the Kitchen

Can enjoy her work when she is provided with a

DUCHESS OF OXFORD RANGE.

The fire keeps in over night without spilling the oven for the next day, and can be checked or brightened at a moment's notice.

In the oven the heat is EVEN THROUGHOUT, so that even a careless cook can hardly spoil food in the baking. It saves coal and will last a life time.

Sold only by

Geo. Powell & Co.

CHEAPSIDE,

127 Government St.

You May Rely

Upon having the exact proportions of the purest materials enter into the composition of your prescription when it is entrusted to us to prepare.

John Cochrane,

Prescription Druggist, N. W. cor. Yates and Douglas streets.

NEW ADVERTISEMENTS.

GET A SATURDAY GLOBE and change your novels at Cashmore's, late Sampson's, 69 Douglas street. mrl3-11

REMINGTON BICYCLE, model '96. First shipment to hand; inspection invited; none better in the market, and no noise necessary, as this makes it too well known. J. Barnsley & Co. Agents. m13

HAIR DRESSING, Shampooing, Manicuring and removing superfluous hair. Hours from 2 to 4 p.m., at 67 Fort Street, or will go to your residence. Miss Beauclerk. m13-11

WANTED—A female cook, who understands restaurant work. Apply Imperial Restaurant, Broad street. m13-32

SHINGLES FOR SALE—Munn, Holland & Co., Broad street, opposite the Driard. m13-11

THE BEST HOUSEHOLD WELLINGTON COAL at lowest market prices. Full weight guaranteed. Only white labor employed. Munn, Holland & Co., Broad street, opposite Driard. Yard at foot of Johnson street.

NEW WALL PAPER—J. W. Mellor, Fort street, above Douglas.

CREOSOTE OIL, for shingles; 45c. per gallon. J. W. Mellor.

MIXED PAINTS—\$1.50 per gallon. J. W. Mellor.

TO LET.

FOR A TERM OF YEARS

PORTER'S CABINS,

On Telegraph and Store Streets.

20 rooms in two separate buildings, sewerage and drained, with stoves, bedsteads and tables. \$20 per month (net rent) will be accepted from approved tenant. Good opportunity for steady and responsible caretaker. Apply to E. M. JOHNSON, 37 Government Street, Agent for Arthur Porter. m13-24

A Special Line

Of New...

Fedora Hats

Just to hand. \$1.75. Extra Value.

We are now situated in new and commodious quarters, 57 Yates street, next door Dean & Hiscock's. Call on us for FINE FURNISHINGS.

Carmichael & Hood.

Christie's Biscuits

Peas Meal

FOR SALE BY..

R. H. Jameson, Grocer,

33 FORT STREET.

American News.

Chicago, March 13.—Warrants have been taken out for the arrest of H. C. Allen, dean of Hering medical college, and the following officers of the same institution: C. W. Ray, business manager; E. C. Fisher, registrar, and Mrs. Elizabeth Shurr, matron. The charges against them are the illegal disposal of two bodies found in a barrel last Wednesday. Geo. Citizen, express man, who dumped the barrel containing the bodies into an alley, and John McDonald, father of the infant whose body was found in the barrel, will also be arrested.

Lander, Wyo., March 13.—Considerable excitement exists among the Indians of the Shoshone agency, caused by the shooting of Jim Washakie Grant and a venerable chief of the same name, Dick Lamoreux and Cal. O'Neil, half-breeds, and two white men named Frank Ojeli and Bill Roberts, stole Jim Washakie's wife and made for Montana with her. Washakie went in pursuit and overtook the abductors fifty miles north of the agency. In the fight which followed Washakie was shot through the body and thigh.

Washington, March 13.—The senate committee on territories to-day submitted a favorable report upon the bill for the admission of New Mexico as a state.

Washington, March 13.—The bureau of construction and repairs of the navy department to-day sent to the house committee on naval affairs a request for a special appropriation to put a number of war vessels into shape for service if needed. The sum of \$250,000 is asked for.

Chicago, March 13.—In accordance with the action taken last night at meetings of various tailor unions, 13,000 tailors went on strike to-day, comprising approximately the total strength of the union organizations.

THE DAWN OF HOPE.

Italy Emerges From the Dark Night of Despair Into a Brighter Sphere.

A Feeling of National Gratitude Towards Mediators Who Met at Berlin.

Negotiations Opened Up With Menelik, and an Early Peace is Anticipated.

Rome, March 13.—Out of the terrible storm of popular anger which swept over Italy when the news of the defeat of the army under General Baratieri reached here, little remains but a feeling of great resentment against the Italian commanders. All raving has ceased and the reservists, who fled from the country sooner than go to Africa, are returning and it is not believed that any steps will be taken to punish them. Negotiations with King Menelik have been opened, and it is anticipated that peace will be concluded before long, as the war office has countermanded the instruction sent to various points for hurrying forward reinforcements to Africa. The new cabinet is settling down to steady work, and the financial situation is brighter than anticipated. Under these circumstances Italy breathes more freely than for some time past. There is a feeling of gratitude for those who have aided in Berlin, during the past few days, in bringing about this change from blank despair to great hope in the future.

The conference which has taken place here recently between the Marquis di Rudini, the new premier, and the Duke of Sermeo, their audiences with King Humbert and the constant exchange of telegraphic messages between this city and the German capital, have been coincident with meetings in Berlin of the Austrian minister for foreign affairs, Count Goluchowski, the German foreign minister, Baron Marshall von Bismarck, the Italian ambassador to Germany, Count Lanza di Buse, and the imperial chancellor, Prince Hohenlohe, supplemented by audiences with Emperor William. Out of these exchanges of views it is believed there has grown a much healthier state of affairs for all Europe. The German emperor is understood to have been somewhat, if not entirely, weaned from his longings for closer relations with Russia, and a possible alliance of the three empires and the attitude of Germany towards Great Britain, it is believed, will undergo a change for the better. This is due to the fact, it is thought, that Great Britain, when the situation was outlined to her from Berlin, before the arrival there of Count Goluchowski, promised loyal support to Italy in the emergency, and took steps to order an advance up the Nile from Wady Halfa toward Dongola of a strong column of British-Egyptian troops.

To cap the peaceful climax comes the pleasant report that Emperor William of Germany, Emperor Francis Joseph of Austria and King Humbert will meet at Genoa in a few days, and that a series of brilliant fetes will mark this public proof of the renewal of the ties which compose the dreadnought.

London, March 13.—The government was questioned to-day in the house of commons regarding sensational reports circulated by news agencies that the Italian army had suffered additional reverses in Africa recently. The under secretary of state for foreign affairs, Mr. George N. Curzon, in reply, said the government had no news of reported reverses in which the Italian garrison at Sadevati, between Kassala and Agordat, had been compelled to retreat to the hill. Mr. Curzon added that the telegraph line from Kassala to the north was now open, showing, he added, that nothing important had happened. Mr. Curzon also promised on Monday next to make a statement to the house in regard to the reports that British-Egyptian troops were to be moved from Wady Halfa up the Nile and in the direction of Dongola, in order to create a diversion and thus assist the Italian troops which had been pressed by the Abyssinians.

Sir Richard Webster, attorney-general, replying to criticisms on the alleged discrepancies in the Venezuelan blue-book, said the reason why all the questions in the preliminary statement were not found in the appendix was that some documents were not printed. He added that all the quotations will be found in the original documents, of which a second collection will shortly be published. Continuing, Sir Richard Webster said the only mistake was in a quotation on page 5 on which is a note giving a general index of an important matter which was inadvertently omitted in the text.

A dispatch from Peking says it is reported that the treaty between Russia and China is confirmed.

Christiania, Norway, March 13.—The lower house of parliament of Norway, by a vote of 44 to 30, to-day adopted a bill providing for a separate Norwegian flag.

A member of a royal school board visited a school under his jurisdiction which asked to make a few remarks he said: "Well, children, you work well and you spell well, but you don't sit still."

—Gardening tools at Cheapside.

BROWN-OVERMAN SCANDAL.

This Unfortunate Affair Still Paraded Before the Public.

San Francisco, March 13.—At the evening session of the council before which Dr. Brown is being tried, only reporters and witnesses were admitted. Attorney Nagle, Dr. Brown's counsel, was not permitted to remain in the room, and before departing he made several sarcastic remarks about the manner in which the trial is being conducted which may prevent him from attending any of the remaining sessions. The session was devoted to the hearing of testimony of a young lady member of the church, who swore that some time ago Dr. Brown threatened to circulate a scandalous story about her unless she should cease her opposition to him. She said the story was based on the fact that two years ago, while assisting in decorating the church, out of curiosity she accepted the invitation of an organ repairer to go inside the big organ in the church. She remained but a few moments, but met Dr. Brown as she stepped out. She said that she supposed Dr. Brown drew a parallel between this incident and the alleged meeting with Miss Overman in the lodging house. Dr. Brown admitted part of the story, but said he never threatened the woman. He said that he told her that her actions on this occasion might be as easily misconstrued as his had, and advised her to be more charitable in her criticisms of him.

LIKE HYAMS CASE

Toronto Will Have One More Insurance Fraud Murder Trial Shortly.

Appointment of License Commissioners in Ontario—C.P.R. and Grand Trunk.

Toronto, March 13.—It transpires that there was an insurance of \$3000 on one policy and an unknown sum in another on the life of the girl Kate Tough, who died a few days ago at Ravenshurst of prussic acid poisoning, and whose husband was committed, on the strength of the verdict of the coroner's jury, charged with murder. The insurance for the sum named was placed in Toronto a few weeks ago, when the couple were secretly married. This promises to be another sensational insurance murder trial of the class in which the Hyams and Hendershotts figured.

In the legislature last evening Mr. Marter, Conservative leader, moved an amendment to the motion to go into session, favoring the appointment of license commissioners in such a manner that they should be non-partisan. In counties, the county warden, county judge and one government appointee, and in cities and towns, the county judge, mayor and government appointee were suggested. Treasurer Harcourt, who has charge of the administration of the license department, defended the present system at length, and challenged the production of instances of favoritism or partisanship. Mr. Haycock, leader of the Patrons, supported Mr. Marter.

While Thomas Kearns was practising with a rifle, Clerk Patrick McCaffrey, aged 20, came within range and was shot dead. Kearns went at once to headquarters and gave himself up.

Montreal, March 13.—The long standing dispute between the Grand Trunk and C. P. R. railways concerning the western immigrant rates, has been at last settled, and the result will be an increase in rates, both roads in future working in accord with the western lines. The Canadian Pacific has hitherto refused to join in the agreement, but decided to do so at a conference of the Grand Trunk and western roads last week. The alleged rate cutting by the Canadian Pacific on grain over the Soo branch from St. Paul and Minneapolis to Boston, threatens to cause a war among the members of the Joint Traffic association. The Canadian Pacific is said to be capturing almost every bushel of through grain from the Northwestern States, and it is estimated that the road has carried 2,000,000 bushels over the Soo line since August last.

Windsor, March 13.—James Miller, an old resident of Thessville village, Elgin County, while driving home with a load of wood, slipped forward when the wagon plunged into a rut, and was thrown forward, his head striking the frozen ground and dislocating his neck. Death was instantaneous.

Berlin, Ont., March 13.—Simon Roy, aged 71, a prominent citizen, dropped dead yesterday.

Stratford, March 13.—Maggie Debane, aged 16, was struck by a falling tree and fatally injured to-day.

Windsor, March 13.—Rev. A. Wadell, a pioneer of Presbyterianism in Western Ontario, is dead at Bleumheim.

We marveled once when in a night the blackest hair had turned to white. It was not, however, a miracle; but nowadays how many girls in half a day change raven curls to rich and golden yellow.

"What is a good way to attract attention?" "One of the best ways I know is to leave the front door of a street car open on a chilly day."

Agent—Sir, do you need any typewriter supplies? Merchant—Yes; send me about four pounds of candy.

"Man wants but little here below"—As you the good old song; If he but understood though; He doesn't want that long.

—The best value for your money at Shore's Hardware.

MR. DALY IS INDISCREET

The Blundering Brandon Minister Reflects on Westerners' Independence.

But is Called Down—A Remedial Bill Surprise is Said to be in Store.

Mr. Monet Expresses Himself Plainly Regarding Clerical Interference.

Ottawa, March 13.—The delegates from the Canadian Western Immigration Association waited on Premier Rowell and Mr. Daly to-day in the premier's office. They were introduced by Mr. Thomas Earle of Victoria. Mr. Neff, of Moosemin, and other delegates presented their scheme for a bureau of immigration at Winnipeg, and an advisory board appointed by the association. The idea of this suggested change was to take immigration away from party politics and administer the immigration affairs of the country by an independent body. Premier Rowell said that the government could not delegate its powers and control to any other body. This point having failed, the delegates asked that the government should recognize the association and give it a small grant, which would be supplemented by the Manitoba government and by the association itself. Sir Mackenzie Bowell viewed this idea more favorably and admitted that it was practicable. Sir Donald Smith agreed with Premier Bowell. Hon. Mr. Daly stated that the government did not receive that assistance from the people of the Northwest that they had a right to expect. Afterwards the minister of the interior was called down by the delegates.

The indications are that the debate on the second reading of the remedial bill is drawing to a close and that it will not last longer than Wednesday next. Yesterday but little interest was manifested in the speeches, and at night most of the members enjoyed relaxation by a social gathering in the dining room. Those who took part in the discussion were Messrs. Monet, Charlton, Forbes and Casey, Liberals; and Kennedy, Conservative. During his speech Mr. Monet was interrupted by Colonel Amyot who said that Mr. Langerin was satisfied with the bill. Mr. Monet reiterated that while the archbishop had a right to express his approval of the religious features of the measure, his grace could not dictate to him. He added that Col. Amyot ought to prove that the archbishop endorsed it, whereupon the Col. produced a telegram saying that the bill is workable, efficient and satisfactory; that he approved of it and that all bishops and true Catholics ought to approve it.

There is some talk of a surprise being sprung in connection with the remedial bill within the next forty-eight hours.

The British Columbia members met in Mr. Prior's office yesterday morning and had a lengthy conference with him, principally relating to fishery matters. Close sessions, the use of seines, the issue of licenses, and other questions were thoroughly discussed.

The railway committee has, by 50 to 42, thrown out the scheme for an electric road from Montreal to Windsor. The Canadian Pacific and Grand Trunk strongly opposed it.

The senate divorce committee ordered Mr. Pearson, of Toronto, to pay \$250 in order that his wife may defend herself in the charge he is bringing against her.

The government is urged to grant it loans for reduced copper.

The Lake Carriers' Association are asking for increased aids to navigation on the great lakes.

THE U. S. MINISTER IN HAWAII.

Probability of His Being Withdrawn During the Cleveland Regime.

San Francisco, March 13.—A special dispatch from Honolulu says: United States Minister Willis has announced his intention of leaving Hawaii April 15th. This statement, made in the face of the minister's recent denunciation of a similar report, is construed and generally believed to mean that he will not return. Many people are of opinion that the American legation will be closed for the remainder of President Cleveland's term in order to get even with the Dole regime for criticising the action of Minister Willis in refusing to acknowledge the January celebration. Mr. Willis' departure is looked upon as the only recourse left. There has been more or less talk of the possibility of the Hawaiian government giving Minister Willis his passports, and it is fair to surmise that he is now leaving to prevent such a contingency.

Cuba.

Madrid, March 13.—Dispatches from Havana say the insurgents in the province of Matanzas have split into small bands, thus enabling them to evade pursuit.

ROYAL Baking Powder

has been awarded highest honors at every world's fair where exhibited.

JINGOES ARE FOILED

The Venezuelan Question Said to Have Reached a Satisfactory Settlement.

So That the Windbag Jingo Must Find Another Tail to Twister.

Chicago, March 13.—A special dispatch to the Chronicle from Washington says: A settlement of the Venezuelan question has been reached. It will be announced at an early day. Of this satisfactory conclusion of the controversy the President has had knowledge for two days past. Great Britain has acted with a magnanimity which commends her to her severest critics. She conceded that the arbitral arbitration she intended to arbitrate should be necessary. It is not improbable that the entire matter may be settled outside the Venezuelan commission by the President and Lord Salisbury. Under the terms, so far as outlined, the British agree to submit all of the questions in dispute to amicable adjustment with the President, through the state department, as one of the contracting parties; that Venezuela would agree to almost anything suggested by the United States having been known all along. It is admitted that some of the influential London papers, by pointing out alleged defects in the English bluebook, may have had something to do with the change of attitude of the home government. The President was in very high spirits last night over the favorable turn in the controversy between the two nations.

BALLINGTON BOOTH'S CONDUCT

The Ex-Commander Will Shortly Make a Statement to the Public.

New York, March 13.—Ex-Commander Booth has not yet answered the cablegram he received from his father asking him to go to England and see the general. When asked if he would go to the other side the commander said: "I will not go. In a few days I will make a statement in which I will make known the name of the new organization which I have started."

THE PACIFIC LUMBER TRUST

Strong Probability That the Big Lumber Combine Will Be a Success.

San Francisco, March 13.—The lumber dealers of this city believe that they are on the eve of one of the greatest commercial deals ever attempted on the Pacific coast, or for that matter, in the United States. After a year of manipulation and several defeats, they feel assured that the great lumber trust is about to become an accomplished fact. They have done everything in their power to keep their plans and their movements a profound secret. With defeat staring them in the face, they allowed the public to believe that victory had been won. The Central lumber company, which was to have its headquarters in this city, and which was organized to control the wholesale and retail lumber industry of the entire Pacific coast, has never gone into practical operation. But at an important meeting of its managers, which was held last night, facts were presented to indicate that on the 15th of this month, the gigantic trust—much larger than was at first contemplated, and powerful enough to control the entire trade—will begin business.

MR. MONTAGUE IN LONDON.

Urging Claims of Canadian Cattle to Non-restriction.

London, March 13.—The Canadian minister of agriculture, Hon. Mr. Montague, had an interview with the secretary of state for the colonies, Mr. Joseph Chamberlain, and has urged that the evidence is conclusive that Canadian cattle are free from disease, and that Canada is confidently expecting that the existing restrictions will be removed rather than made permanent. Mr. Chamberlain promised that the imperial government would carefully consider the matter.

One Honest Man.

Dear Editor:—Please inform your readers that if written to confidentially I will mail in a sealed letter, particulars of a genuine, honest, home cure, by which I was permanently restored to health and manly vigor, after years of suffering from nervous debility, sexual weakness, night losses and weak shattered parts. I was robbed and swindled by the quacks until I nearly lost faith in mankind, and thank heaven I am now well, vigorous and strong, and wish to make this certain means of cure known to all sufferers. I have nothing to sell, and want no money, but being a firm believer in the universal brotherhood of man, I am desirous of helping the unfortunate to regain their health and happiness. Perfect secrecy assured. Address with stamp. L. A. Edwards, Jarvis, Ont.

THE BIG RUSH TO ALASKA.

Miners Go From Michigan and Prospectors from Pennsylvania.

Seattle, March 13.—A party of sixteen men from Pennsylvania and nineteen from Michigan arrived in Seattle today to be out for Alaska. The Pennsylvanians are going into the Yukon country and those from Michigan are bound for Cook's Inlet on the steamer Utopia from this port.

—It is not to be wondered at that Ayer's Pills are in such universal demand. For the cure of constipation, biliousness, or any other complaint needing a laxative, these pills are unsurpassed. They are sugar-coated, easy to take, and every dose is effective.

THE BISMARCK OF ITALY.

Premier Crispi, Against Whom the Mob Demonstrates.

Francesco Crispi—the Bismarck of Italy—is the last of the men who struggled to reunite a united Italy. Amid the storm whose centre seems to be the throne, and which touches in its periphery the furthest province of the nation, the words of the premier's master and colleague, Mazzini, written on the occasion of the separation of their roads, seem to be now realized. Crispi, firm in the belief that around the house of Savoy a union could be effected of the diverse elements of Italian constitutional belief, declared for the monarchy and its principles. Mazzini, writing from London, told him that the king would never listen to his plans for reform until it was too late, and then it would call him an Italian traitor. Crispi, however, was not deterred by the king's refusal. In no less degree than is shown of their compeers and victories under the leadership of Giuseppe Garibaldi, he had the courage, indefatigable tenacity, a solitude amid a multitude; all those are exemplified in the character of Crispi, the nation's traitor of the old school, he is at once ready to be dictator or private soldier, as the case may be. He remained a disciplinarian of the old school, he is at once ready to be dictator or private soldier, as the case may be. He remained a disciplinarian of the old school, he is at once ready to be dictator or private soldier, as the case may be.

CUBANS SATISFIED.

Generals Gomez and Maceo Have no Cause for Complaint at Present.

New York, March 13.—Colonel Frederico O. Perez, chief of staff of Gen. Maceo of Cuba, is in the city on a secret mission. He will return in a few days. In an interview last night he said: "When I left Cuba Gen. Gomez and Gen. Maceo were very well satisfied with the progress being made in the central provinces. They are very anxious to see something more decisive in the near future. The raid through the central provinces brought good results. The Cuban army gained arms, ammunition and men. Many Spanish volunteers have taken the field with them. Now there is a change. They were an army of 1,000 men, but the Spanish forces have taken the field over 100 Spanish soldiers have deserted to the Cubans. Since then there has been a recognition and some change of terms. Maceo and Gomez were about to unite their forces again. They now have an army of 15,000 men, and about 40,000 partially armed. Of the armed men the Spaniards are not able to ride, and when they charge they cling on with both hands to the pommels of their saddles, and do not control their horses." "Since Gen. Weyler took command the Spaniards have done nothing. They have a great many living columns in the field, but they are always at the rear guard, following along and never by any chance coming in contact with the vanguard. That is the reason that Gen. Maceo was able to pass from the province of Pinar del Rio to the province of Havana without being shot. The Spaniards, though they marched through the region. I was in the ten years war and saw the Spaniards fight the Cubans. Now there is a change. They seem to have no heart for their work. They fight weakly and do not seem to care how the battle may go."

GENERAL GOMEZ AND MACEO HAVE NO CAUSE FOR COMPLAINT AT PRESENT.

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"The iron bound bucket--"

heavy and clumsy, but good in its time; out of date now though--given way to the modern, light, hoopless, Fibre Pail--kept by all grocers and called

E. B. Eddy's INDURATED FIBREWARE

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BOLTERS' SPEECHES.

Mr. Craig and Dr. Sproule Rebel on the Proposed Coercion Legislation.

Deserter From Mr. Laurier's Ranks Also Gives Reasons for His Position.

In the remedial bill debate at Ottawa Mr. Craig said he had declared each session that while he would support the general policy of the government, still if remedial legislation was introduced, he would oppose the measure.

Mr. Foster—What if you are helping to get that leader into power? Mr. Craig—I would be sorry to get him into power and sorer if he introduced a second bill.

Proceeding, Mr. Craig said the bill was a mild one. In fact it was as mild as could be and a bill at all. (Laughter.) However, it contained the principle of the re-establishment of separate schools in Manitoba and that was sufficient to condemn it.

What had the minority lost? Not the right to educate children as they saw fit, but the privilege of state aid to give religious education.

Dr. Sproule made a vicious attack on the bill. He regretted he had to vote against his party, but he owed it as a duty to the country as well as to the party.

He opinion been expressed in the elections? In North Oxford the candidates did not dare to say that he would support the bill, but told the electors that the course he had always taken on such matters, and that he would follow the same course.

If, after union, a new province should have a separate school system engrafted on it, was that province never to be able to remove it? Once separate schools were established, must they exist for ever? (Cheers.)

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PROVINCIAL LEGISLATURE

THIRTEENTH DAY, Thursday, March 12, 1896.

The speaker took the chair at 2 o'clock, prayers being read by Rev. Canon Bonham.

Mr. Kennedy presented a petition relating to the restriction of the liquor traffic. The cattle bill (Mr. Graham) was reported and the report was adopted.

On Mr. Helmecke's moving the adoption of the report on this bill, Mr. Sproule moved in amendment that the report be considered and the report was adopted.

The amendment was carried on the following division: For—Messrs. Kirchen, Kennedy, Helmecke, Kild, Swain, Williams, Semla, Gorton, Graham, Kelle, Mutter, Walker, Stoddard, 14. Against—Messrs. Baker, Turner, Williams, Booth, Helmecke, Pooley, Ebers, Rogers, Hunter, Braden, McGregor, 12.

The adjourned debate on Mr. Williams' motion regarding a resident judge at Vancouver was resumed and further being other members desiring to speak, Mr. Williams replied to the statements of the speakers of the motion.

QUESTIONS BY MEMBERS. Mr. Irving asked the Hon. the Premier: 1. What promise made respecting the Bella Coola colony?

Mr. Sproule rose to a question of privilege, referring to the return presented yesterday regarding the hierarchy of the clergy and the return of Mr. Sproule.

None But Ayrer's at the World's Fair. Ayrer's Sarsaparilla enjoys the extraordinary distinction of having been the only blood purifier allowed on exhibit at the World's Fair, Chicago.

Wall Paper! Wall Paper! A fine stock of all grades. Wall papering done by experienced men; work guaranteed. Weiler Bros.

self-help You are weak, "run-down," health is frail, strength gone. Doctors call your case anemia—there is a fat-famine in your blood.

CARTER'S LITTLE LIVER PILLS. CURE SICK HEADACHE. SICK HEADACHE and relieve all the troubles incident to a bilious state of the system.

ACHE is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

WHITE STAR BAKING POWDER HAS THE LARGEST DEMAND IN CANADA. Why Waste Time and Money making experiments with other baking powders when

WHITE STAR BAKING POWDER PURE & WHOLESOME Creamery.

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| MARCH. | | | | | | |
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JOSHUA DAVIES
AUCTIONEER,
Room 7, - Board of Trade Building.

The Daily Times.
TRY HONESTY.

If the people of Victoria need any confirmation of the impression that they have been trifled with as regards the British Pacific railway scheme, that confirmation was surely afforded them by last evening's meeting. The fact, stripped of all covering, was laid before them that while Mr. Turner and his colleagues less than two years ago were loud in their professions of anxiety to help the building of the British Pacific road, Mr. Turner and his colleagues are now unprepared to lift a finger in aid of the project. That is the naked truth, it matters not what the ministers and their sycophantic apologists may say. To do Mr. Turner justice, he does not appear very anxious to disguise the fact that "my government" would have refused to adopt any proposal for further provincial aid that Mr. Ritchie and his colleagues could have laid before it. In that respect he is somewhat less hypocritical than some of those who feel themselves compelled to express approval of his course. He would do still better if he dropped the very thin subterfuges he yet employs and make an open profession of the view which he and his government now hold. At the same time he might speak freely and frankly of the influences which have led the government to make so radical a change of front in the space of two years. Of this fact he should now be well aware, if ignorant before, that the people of Victoria will not have their attention turned away from the main point by any attack on the proposition advanced, or by any argument as to the impossibility of accepting that proposition. And the main point, as we have said, is the very evident truth that the government will now do absolutely nothing to aid the road, whereas as it professed willingness to do almost anything in that line so short a time ago. Would Mr. Turner have been elected in Victoria if he had made, before election day, a speech like that which he delivered last evening? He knows he would not have had a shadow of a chance. With what grace, then, does he hold on to his share of Victoria's representation now, when he is running counter to the wishes of nine-tenths of the citizens? There are before the premier only two courses which a self-respecting politician in his position could follow. One is to specify directly what he is prepared to do in the way of making good his ante-election pledges—the pledges on which he secured his return. Failing this, he should resign the seat which he holds on false pretences.

A PECULIAR MOVE.

It is proposed by the Dominion government to pass the remedial bill through its second reading and then send a delegate to negotiate for a settlement with the Manitoba government. This is a rather curious programme. Most people will say that a more rational course would have been conciliation first and coercion last. If the Dominion ministers had set out to show their own insincerity in the matter they could not have chosen a more effective way. Their actions now are quite on a par with their previous course, when they sprang the notorious "remedial order" on the province, allowing no time for consideration or inquiry on anybody's part. They ordered Manitoba to forthwith restore the separate school system as it stood previous to 1890, though they should have known that the step would be neither practical nor wise. When it came to proposing legislation by parliament they condemned their own order by introducing a bill which would not restore separate schools as they were before 1890, though its provisions were an infringement on the rights of the province. In other words, they were not prepared to go so far as they ordered the province to go. Now they propose to hold the bill over Manitoba head as a threat while they send one of their number up to Winnipeg on a sham errand of conciliation. No man blessed with a regard for decency can feel anything but disgust for the skulking, shambling, treacherous course the Dominion government has followed in its dealings with this question.

The Vancouver World refers to C. S. Windsor, a well known canner, as a "King bee." As the only bee in the hive that approaches the description is a "drome," the canner has been advised to enter an action for libel against the World.

The Toronto Evening Star says: "Government organs in Quebec are declaring that Laurier has gone over to Protestantism, while the organ in Toronto is doing its best to pretend that the Liberal leader has a more drastic coercion bill up his sleeve with which to win the hierarchy's favor. This is one

story for Ontario and another for Quebec, and between the two the only thing certain is that the Government's journalistic supporters are making as bad a mess of it as the cabinet."

Hamilton Spectator, Conservative.—Again rumor has it that Greenway is going to "do something" which will have the result, to use the language of Sir Donald Smith, to make "it come out all right yet." We do not suppose that there is anything more in this present rumor than there was in the long procession of dead and gone rumors of a similar nature which preceded it. But these rumors have a remarkable effect upon the coercionists. They brighten them up and fill them with hope for a little while. And here we have a singular spectacle. We see a lot of men who profess to be working for the best interests of the country, who insist that they have adopted, in coercive legislation, the only constitutional method for the settlement of the school question: who maintain that those Conservatives who oppose coercion are working for the destruction of the Conservative party; who affirm that to pass the remedial bill would be to establish the Conservative party against its enemies during the coming elections; who assure us in a word that the only honest, the only politic, the only safe, the only proper, the only manly, the only constitutional way out is the passage of remedial legislation. And next day we see these same men grasping eagerly at any and every wild rumor, and allowing themselves to be overjoyed in the hope that something is at last going to turn up which will prevent them from doing the only honest, the only politic, the only safe, the only proper, the only manly and the only constitutional thing!

TO YOUR TENTS, O ISRAEL.
To the Editor:—Last night's meeting must have clearly shown the people of this city what they have to expect from Turner & Co. The British Pacific is dead—killed by its friends. For two elections this project has been the football of the politicians. For six years the people of Victoria have been fooled by the pretended friends of this enterprise. It is time the farce ended and the real play commenced. Let us have honest government. Let the people be honestly represented. This city, aside from the British Pacific, is an opposition constituency. Give it an opportunity and it will support the opposition in the present house. Turner has crept into power by false pretences, and now turns his back on the professions he made before the elections. Let him resign. Let his colleagues resign, and aside from the British Pacific question let the electors choose whom they will support. It is better, far better, that the opposition should rule openly than through the thin disguise of Turner & Co. Then we might look for honest treatment. They told us six years ago that the British Pacific could not be built with provincial money. Turner & Co. have just discovered the same fact. In every step taken this session you can trace the dexter hand of the opposition. The astute Semlin & Co., although not numerous enough to control the house, are intelligent enough to guide its deliberations. The so-called policy of Turner & Co. is dead if they ever had one. Give us another chance and see if we do not punish our betrayers and return men who will enable an honest party to inaugurate an honest government.
VICTORIAN.
Victoria, March 13.

SMALL DEBTS COURT.
To the Editor: As a specimen of the workings of this court, and the manner in which it is run, I beg to enclose you a summons, which was issued and served late on the day previous to that on which it was made returnable—less than twenty-four hours before time for hearing. The person to whom it is directed has nothing to do with the case, but submits to this gross injustice rather than appear in this court. You will notice that the costs at time of service amount to \$2 on a debt of \$2.50, although the schedule to the act distinctly states that up to time of hearing the costs shall be \$1. Also, that a statement showing the particulars of that on which the act is run, has not been attached, but that is only a trifling matter of course.
Now, Mr. Editor, the above instance is not the only one of the kind, I dare say. Any institution of this description rendering such procedure possible is a travesty on British justice, and a disgrace to the province.
PRO BONO PUBLICO.

GIFT TO THE BRITISH MUSEUM.

The magnificent collection of birds bequeathed to the trustees of the British Museum, by the late Sir Henry Seebohm, has, I learn, just been received at the Natural History branch at South Kensington, and it turns out to be even larger and more valuable than the authorities anticipated. An idea of the scientific importance of this latest addition to the natural ornithological collection may be gathered when I state that Mr. Seebohm's collection contains nearly 17,000 bird skins, many of these being type specimens, while there is a large series of specimens from localities hitherto unrepresented in the museum. The bequest embraces all the species collected by Mr. Seebohm during his travels in Greece, Asia Minor, Holland, Norway, Northern Russia, Siberia, and it also includes a series of skeletons of birds of great historical importance, in that they form the material on which Mr. Seebohm based his recent essays on the "Classification of Birds." Altogether the donation is, in the opinion of the authorities, one of the most valuable made to the natural history section of the museum during the last quarter of a century, and its receipt enables the trustees to possess incomparably the largest collection of birds in the world, comprising, it is calculated, 800,000 specimens.—Edinburgh Scotsman.

Those unhappy persons who suffer from nervousness and dyspepsia should use Dr. Williams' Little Nerve Pills, which are made expressly for weak, sleepless, dyspeptic sufferers. Price 25 cents.

A SEA SONG.

A leaning deck and a straining sail!
Ho, boys! ho!
A boiling wake and a hissing rail!
A flying breeze that does not fall!
And a craft that can catch the dolphin's tail!
Ho, boys! ho!
A white-capped sea and the smell of the spray!
Ho, boys! ho!
With scudding clouds and a crisp day
And a fearless hand on the wheel to day!
A daring hand at the wheel, I say!
Ho, boys! ho!
A streaming deck and a slanting mast!
Ho, boys! ho!
With an eye to the course and all made fast
And the wind god blowing a singing blast
And the rocks that threaten a long way past!
Ho, boys! ho!
The jolliest life is a life at sea!
Ho, boys! ho!
With the wet well over the rail in the lee
And a peevish government call for me
That is the life that is keen and free!
Ho, boys! ho!
—Outing.

ANCIENT COLORS.

In ancient days, besides indigo and purple, few colors were employed, and those were obtained for the most part from the vegetable kingdom, but their purity was so great that they have kept well to our own times, a few having undergone for centuries the action of the air and sun. The fact is very remarkable in the Egyptian tombs; the stone has been disintegrated by weathering, while the colors have been preserved. The color that we meet most frequently is a mixture of reddish-brown oxide of iron (rust hematite) and clay, known under the name of the Pompeian red. The color, which has resisted for four thousand years the sun of Egypt and the action of the air, is equally proof against acids. The Egyptians, reduced it by rubbing between stones, under water, to a degree of fineness that we cannot obtain nowadays by chemical precipitation. An equally precious metal pigment, also much used, was formed of a natural oxide of iron mixed with much clay, chalk and water, and browned by the action of the heat; this mixture gives orange. For this yellow color gold bronze or gold leaf was also employed. For blue they used a glass covered with copper minerals; this pigment was not less permanent than the preceding, even acids having very little effect upon it. Gypsum or plaster of Paris furnished white and also formed the base of pale colors when organic pigments were added to it, probably more for red. The colors were always thinned and rendered adhesive by means of gums. It is interesting to know, as is proved by inscriptions, that the artists regarded their colors as imperishable.

SAVED BY A GLOVE BUTTON.

How much may depend upon a glove fastening was illustrated at one of the Monson slate quarries in an adventure which the person concerned would not care to repeat, says the Bangor Daily News. He was a derrick man, who stood on the brink of one of the greatest chasms from which the slate rock is hoisted. His duty was to catch hold of the big hook depending from the end of the boom as it swung over the bank and attach it to the crate to be sent back into the pit. Standing upon the very edge he reached out to catch the hook which dangled near him. It was winter and he wore thick buckskin gloves. The hook slipped from him as he leaned out, but caught into the fastening of the glove. The swing of the great boom took him off his feet in an instant and carried him out into the giddy space with his life depending on the glove's holding fast. His whole weight was hung on that button, and there was a clear 175 feet of space between him and the floor of rock below. The moments that passed before the boom could be swung back were the most agonizing of his life. He saw the bank seemed like hours to him, but he got there at last safe and sound. He explained that he did not dare move his hand in the glove to attempt to catch the hook with his fingers for fear the change of position would loosen the button so it would give way. His presence of mind in keeping as still as possible may have helped to keep the slender thread from breaking.

"OCCUPATION DISEASES."

Many Callings To Which Certain Maladies Are Peculiar.

"Occupation diseases," or neuroses, as they are technically known, are quite frequently met with. One of the most common forms of it is "writers' cramp." The history of this disease dates from the time when the scribe used a quill pen. Men are more subject to it than women. It rarely attacks anyone under twenty or over fifty years of age. The disease is usually met with among clerks and professional writers.

"Telegraphers' cramp" is another disease of a similar nature. Operators who do a great deal of writing sometimes suffer from local paralysis of the telegrapher's cramp. The combination, however, growing less frequent, as many operators use typewriters. A curious feature of this cramp is that a person suffering from it may play the piano, thread a needle and do other things which require complex movements of the hands, and yet the moment a pen is taken up the hand flies in all directions, and writing becomes an impossibility.

In addition to writers and telegraphers, these classes are also subject to a form of cramp known as "musicians' cramp." Pianists, engravers, artificial flower makers, weavers, milliners, painters, dentists, ballet dancers, carpenters, curriers, watchmakers, fencing masters, knitters, billiard players, money counters, and policemen. These diseases occur with more or less frequency in the case of writers, telegraph operators, musicians and money counters. When the others are affected they are looked upon as curiosities.

"People who suffer from 'writers' cramp' sometimes obtain relief by means of instruments or special pens. They say they are able to do their work for years. Nerve specialists say the more acute the disease, the better the prognosis. Under the name of "musicians' cramp" are included the cramps of pianists, violinists, fiddlers and clarinet players. Pianists' cramp usually occurs in young women who are working hard to become "concert artists." The "finger" method, in which the motions are confined as much as possible to the fingers, is said to play an important part in causing this disease. The violinist may suffer from cramp in the right hand, which holds the bow, or the left hand, which fingers the strings may become affected. Flute players sometimes suffer from spasm of the larynx, similar to the trouble with which musicians are frequently affected. In the case of a clarinet player the disease affects the tongue and muscles of the larynx. Seamstresses are affected with muscular spasm of the hands. Tailors who sit cross-legged at a great deal, sometimes suffer from a peculiar spasm when they assume this position. Milliners' spasm and engravers' cramp are very rarely seen. Ballet dancers' cramp is a nervous character, and is caused by the intense strain on the muscles. Another group, who count and handle large sums of money, such as the tellers of

WE announce further startling reductions in Furniture and Furnishing Goods in order to make room for a large lot of new Goods soon to arrive.

B. C. Furniture Co., JACOB SEHL,
Government Street. Manager.

====THE GREAT====

Mortgage Sale

NOTICE.

Having received instructions from the Mortgagees to close out the entire Stock of the

Manchester House,

88 Yates Street, (Formerly conducted by T. Haughton & Co.) within one month from date, the Goods would be further reduced in Prices.

LOOK OUT FOR BARGAINS.

J. H. WARK, Manager.

banks, the thumb and index finger the usually affected. The paying teller of a prominent Broadway bank is afflicted to such an extent that the thumb of his right hand is constantly in motion as though he were counting paper money.

Classes Accurately Adjusted

F. W. Nolte & Co
The Only Opticians
37 Fort Street.

Golfers' arm-cramp is the latest to the list. An Englishman who had been playing golf one afternoon and going double his usual rounds awoke the next morning with a severe neuralgic pain in the shoulder and wrist. The pain was confined to one nerve extending downward to the elbow, where there were painful points. He also complained of numbness and tingling in the thumb and index finger. The disturbance is said to be caused by the sudden and unlike contractions of the triceps muscle, which bruises the nerve.

Any but the Capital Brand of Cigars. They are the Best. Insist upon getting the Capitals.

Don't Smoke

MEISS & GOLD, Manufacturers,
54 Johnson Street, Up Stairs.

This disease is considered one of the most troublesome of all the occupation diseases. Nerve specialists say it is very chronic.—New York World.

TO THE PUBLIC

Our Best

DOUBLE SCREENED

New Wellington Coal

Fatal Interruption Occurred at the Most Impressive Moment.

WEILER BROS'

Carpet Beating Machine.

Put up in sacks in any quantity at the rate of

per ton **\$5.00** per ton

at **SPRATT'S WHARF,**
Delivery Extra.

SPRATT & MACAULAY, Agents.

The prominent citizen was moralizing as he walked along.

Study Economy and Live Like a Lord.

"We have only ourselves to blame if brutal exhibitions like prize fights and such things are permitted," he said. We encourage them. If we didn't there would be none. We of the respectable element of the community are at least indirectly responsible for them. We applaud brutality on the plea that it shows nerve, or because it stirs up our sluggish blood. We talk well, but we are carried away by the first exhibition of physical prowess that we see. We should learn to hold ourselves in check. We should not be forever seeking excitement. I have tried to impress that upon my boys, and I venture to say that it would take more than a street fight to make them lose their heads."

Being Electric by name and Electric by nature. It makes dirt, with the water, slope; Like lightning the dirt flies before our eyes When we use Penderay's Electric Soap.

"He suddenly stopped.

"What's that crowd over there?" he suddenly asked. Then, as it parted a little, and he caught a glimpse of the scene in the centre of it, he shouted: "A fight, a fight, come on, Brown!"

The next moment he and his friend were pushing their way through the crowd, and the next after that he was dancing around, encouraging a little fellow who was making a game fight against a man twice his size.

"The 'plucky bantam'!" he yelled. "Hit him again! Now's your chance to finish him! Swipe him in the neck!"

And when it was all over he informed his friend confidentially that the little man was "one of the pluckiest little devils" that he had ever seen, and that if it were his heart good to see a big hulking fellow done up so cleverly.

And he forgot to continue his remarks about brutal exhibitions and their effect.

—Chicago Evening Post.

Bells and flutes are due to impure blood. Remove them by making the blood pure with Hood's Sarsaparilla.

Little Boys—Pless, I want the doctor to come and see the sticky bantam!" he yelled. Doctor's Servant—Doctor's out. Where do you come from? Little Boy—What! don't you know me! Why, we deal with you; we had a baby from here last week.

WEILER BROS.

For weight and quality it can't be surpassed. Though many have tried hard to cope With this world famed brand, there's nothing in hand To equal Penderay's Electric Soap.

How Annoying

To draw blood in the act of shaving, causing delay often when a delay is especially tantalizing. All annoyance may be obviated by the use of one of BOWEN'S STYPTIC PENCILS.

BOWEN'S, He Dispenses Prescriptions, 100 Government Street.

LOCAL NEWS.

Cleanings of City and Provincial News in a Condensed Form.

Sheffield cutlery at Fox's, 78 Government street.

The provincial land surveyors' examination will be held on April 6th.

Books: Macmillan's and other English publishers; special price list at Johnston's, Kirk block.

The opposition central committee rooms are now located in the Balmoral Block, Douglas street.

Five large guns for Esquimalt fortifications were brought down from Vancouver last evening.

Wm. Ellis, of Loughborough Inlet, has been appointed a justice of the peace for Comox district.

Bishop Perrin will give the second of his lantern lectures on the "Life of Christ" at St. Barnabas' church, this evening.

An apron social will be held on Tuesday evening next by the ladies of the Reformed Episcopal church in the school room adjoining the church.

The annual meeting of the Friendly Help Association will be held on Saturday at 2:30 p.m. in room 40 Market hall. All members are requested to attend.

Hanging Lamps, Hall Lamps, Table Lamps, Student Lamps, Hand Lamps, at Weller Bros. Our stock is always replete with the newest kinds of Lamps.

The directors of the Jubilee hospital have postponed, till Tuesday evening next, the meeting called for this evening to consider the tenders called for the construction of the new operating room.

The stereopticon entertainment in Centennial church, Gorge road, on Monday evening will be without doubt one of superior merit. The scenes are all good and the light excellent. All the pictures are from real life.

His Honor the Lieutenant-Governor-in-Council has been pleased to appoint Mr. John Cochrane, of this city, a member of the board of examiners of the B. C. Pharmaceutical Association. Mr. Cochrane is examiner on prescription and dispensing. The other members of the board are Mr. H. H. Watson of Vancouver and Mr. T. A. Muir of New Westminster.

The funeral of the late William Sutton, which took place from the family residence, 135 Michigan street, yesterday afternoon, was attended by a large number of friends of the deceased. The services were conducted by the Rev. J. H. Sweet. The pall bearers were Messrs. W. A. Robertson, W. Clark, G. A. Huff, M. P. P. A. McLeod, M. B. Hamlin and D. Fraser.

Robert Moore, who in 1858 and for a number of years subsequently, was a leading merchant of Victoria, died recently at San Francisco after a long illness. A short time afterwards Mrs. Moore fell a victim to blood poisoning, contracted while nursing her husband, the family being thus bereft of both parents within a short space of time. Mrs. Moore was the second daughter of the late John T. McDowell, of Victoria and a sister of Mrs. D. W. Higgins, a daughter, Mrs. W. E. Gravelley, lives in Vancouver.

The following is the programme for the third Saturday evening's concert to be given in the drill hall by the 15th Regiment Band, under the direction of J. M. Finn: March, "Antione" (Casey); overture, "Il Trovatore" (Verdi); morceau de salon, "The Little Flauter" (Ellenberg); selection of Southern plantation songs (Contra); selection from "Mastina" (Wallace); characteristic, "Hindoo Dance" (Oechste); waltzes, "Venus Reigen" (Gungl); and grand fantasia on English songs (Baskitt). During the intermission an exhibition of field gun drill and disabled ordnance exercise will be given by a detachment under Sergt. Major Mulcahy.

The Grand Lodge, A. O. U. W., elected the following officers after a long session to press last evening: Grand trustees; J. D. Warren, Victoria; F. L. Budding, Vancouver; G. Adams, New Westminster. Representatives to Supreme lodge, G. Leiser, Victoria; J. T. McIlroy, Sidney; and F. L. Budding, Vancouver. The Grand Master Workman elected appointed C. S. Corrigan, New Westminster, grand guide; Henry Hoy, New Westminster; A. M. Billock, Vancouver, and D. C. Webber, Yale, as the committee on laws; and E. J. Salmon, Victoria, J. E. Phillips, Victoria and A. Stewart, Victoria, committee on finance. Before adjourning the grand lodge decided to hold its next

Awarded Highest Honors—World's Fair, DR.

PRICES' CREAM BAKING POWDER MOST PERFECT MADE. A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant. 40 YEARS THE STANDARD.

annual meeting in Victoria. The delegates spent a very pleasant evening at the reception tendered them by the members of the Degree of Honor.

Messrs. John Cuchrane, Victoria; H. M. Watson, of Vancouver and Thos. A. Muir, New Westminster, have been appointed examiners under the Pharmacy Act.

Mayor Beaven and Magistrate Macrae, sitting as licensing commissioners this afternoon, granted an extension of the temporary license given Mrs. Dudgeon for the Cliff house.

After a long trial two of the common charges with interfering with a performance at the Chinese theatre, were this morning discharged. The trial of the third defendant was commenced this morning.

The well known service of song, entitled "Her Henry," which was so pleasingly rendered by the choir in the Methodist church, Victoria West, last week, is to be repeated this evening at 8 o'clock in the Blue Ribbon hall, Esquimalt. The proceeds will be divided between the choir and the Esquimalt Methodist Sunday school.

Collector Milne has been notified by the department of customs at Ottawa that Fort Simpson was made, on February 1, an outpost of customs and warehousing under the survey of the collector of customs at Victoria. It became necessary to establish a support there from the fact that the Hudson's Bay company intend running their steamer Caledonia from Fort Simpson and up the Stickeen river. Vernon also has been made an outpost of customs under the survey of the collector at New Westminster.

INACCURATE CHART.

Capt. Walbran Reports Inaccuracies in the Chart of Colburne Passage.

City of Kingston to be Laid Up Next Week for Her Annual Overhauling.

Two buoys were placed to mark each side of Colburne passage by the Dominion government steamer Quadra, which returned to port last evening. Before placing the buoys Captain Walbran made a careful survey of the whole passage, with the result that several inaccuracies were discovered in the admiralty chart. These will be only reported to the department of marine and fisheries. When proceeding in the steam launch to one of the survey stations on Piers Island and when close to shore, a large devil fish was seen lying on the bottom in clear shallow water. It immediately grasped the boat hook and, not letting go, was dragged ashore. The body was a dark brown and about two feet in circumference, with long arms, which it kept tending and unrolling in all directions, accompanied by a squeaking noise. Any piece of wood held near it was immediately grasped as in a vise.

Captain Devereux and Inspector Collier, who are conducting the investigation of the cost of the repairs to the Quadra, expected to have all the evidence in by to-morrow afternoon, when they will forward their decision to the department of marine at Ottawa.

The City of Puebla leaves the outer wharf for San Francisco this evening with the following Victoria passengers: Mrs. J. E. Clark, John C. Hoover, H. R. Ellis, John Grahame, Mrs. McCormick, Miss McCormick, H. Hill, H. Yankroger.

Next week the steamer City of Kingston will be laid up for her annual overhauling in preparation for the summer travel. The Schome will take her place during the week.

A cablegram received by R. P. Rithet & Co. yesterday afternoon gave information of the safe arrival of the sealing schooner Fortune at Yokohama.

GRAND ORANGE LODGE. Holds Its Annual Meeting at New Westminster—Officers Elected.

Fully sixty delegates were present at the annual meeting of the provincial Grand Orange lodge held at New Westminster. A resolution was passed commending the most worshipful grand master, N. Clarke Wallace, on his noble stand in resigning his position as controller of customs rather than see a sister province coerced. It was decided to hold a grand celebration on July 12th in New Westminster and the next annual meeting in Wellington on the second Wednesday in March, 1897. The following officers were elected for the ensuing year: G. M., Edward Sherrett, Victoria; D. G. M., John Jackson, Westminster; J. D. G. M., J. J. Campbell, Vancouver; grand chaplain, Rev. John Reid, D.D., Westminster; grand Sec., Jno. Wamsley, Westminster; grand treasurer, Donald Nicholson, Wellington; grand lecturer, W. R. Moore, Ladner's; G. D. G. W., S. McDonald, Vancouver; D. G. Sec., H. Urquhart, Vancouver; D. G. chaplains, Rev. Robert Taggart, E. R. Jones, John Wallace, Robert Boyd, George Parker, W. J. Clark, J. J. Walsh, Capt. L. Thompson, H. E. Campbell, J. T. Thrift, T. S. McNanan, J. H. Johnston, P. E. Ladner, Geo. Caspell, William Law, Alex. McLeod, John Stevenson.

Past Grand Lecturer John Wallace, Victoria was recommended to be appointed deputy grand lecturer of the supreme grand orange lodge of British North America. The visiting delegates were entertained by the local members at a banquet given at the Colonial hotel.

I gave my love a little dog, My hourly passion to recall; Alas! whatever love she had, The dog he got it all!

See the prize puzzle in the window at Shore's Hardware, 57 Johnson St.

Men's Mackintosh coats \$12. 50 more & McCandless.

Our Specialty

Is manufacturing and repairing. We pay particular attention to this feature of our business, and can guarantee satisfaction.

Pennock & Lowe, Jewelers, 64 Yates Street.

SPORTING INTELLIGENCE.

Events of Interest in the Amateur and Professional Field.

BILLIARDS. New York, March 13.—Albert Garnier, of Paris, the billiard expert, has consented to play a series of three tournaments in this country, and will sail from Havre for New York on the 14th instant. The tournaments in question the three for which Maurice Daly offered \$5000 in prizes and Garnier's participation will make these tournaments a certainty. Frank Ives, who will be another contestant, will sail from Hamburg about the same date as Garnier. Jacob Schaefer has already signed to enter. The lists are still open for the entries of George Slosson, Wm. Spinks and Thomas L. Gallagher, or any other player who may be willing to put up \$250 entrance fee, the entrance money to be added to the \$500 prize money.

The games are each to be eighteen-inch balk line, anchor shot barred, a new and more difficult style of play than the regular professional game, or cushion carom, the selection to be made by the majority vote of the competitors themselves. If cushion caroms are chosen Mr. Daley will enter the tournament as a competitor. The \$500 prize money will be divided into three purses, two of \$2000 each for New York and Chicago, and one of \$1000 for Boston.

FOOTBALL. The following team has been picked to represent the Victoria Wanderers in the league match against Wellington tomorrow at Wellington: Goal, G. Partridge; full backs, Geo. Stewart, H. A. Goward; half backs, P. Falconer, C. Rand, H. Pettigrew; forwards, W. Peden, R. Livingston, B. Fall, L. Fall, A. T. Goward. The team will leave on the morning train. The Wanderers are at present leading in the league by two points and expect to add another two to the total to-morrow.

A game of association football will be played between the junior Wanderers and Mr. York's XI. tomorrow afternoon at the college grounds, Beacon Hill, commencing at 2:30. The following are the teams: Junior Wanderers—Goal, Wriglesworth; backs, Peden and Sewell; half-backs, Howard, Wilson and Winsby; forwards, Shandley, Wilson, Gadsby, Berkeley and Johnston. W. York's XI.—Goal, Barnswell; backs, W. York and Holden; half-backs, Prevost, J. W. Lorimer and Schwenberg; forwards, A. Booth, Donaldson, Snider, Lawson and L. York.

THE WHEEL. San Francisco, March 13.—At the indoor bicycle tournament last night Otto Zeigler, jr., broke the half mile indoor record, making it in 1:00.35. He also went after the one mile record, but failed owing to poor pacing. J. W. Campbell, a Spokane professional, won the race from Ferrill; in the one-mile invitation, C. M. Smith, won, T. Delina, second; time 2:36.45. In the one mile consolation T. S. Halle won, Chapman second; time, 2:45. In the mile professional J. W. Campbell, of Spokane, won, W. A. Terrill second; time, 2:21. Mile match race, C. S. Wells beat J. E. Edwards, time 2:35.45. In the five mile match race G. Tantau won from C. A. Griffiths, time 13:25.

THE TURF. Chicago, March 13.—Judge Murphy has decided that betting on horse racing is not common gambling. Tom Walsh, a St. Louis book-maker, was, with ten associates, arraigned in Judge Murphy's court, on a charge of keeping a common gambling house. Walsh raised the point that betting on a horse race is not common gambling, and showed that this form was all his place holder of. Judge Murphy granted the point and quashed the indictment.

CHESH. Brooklyn, March 13.—At 3:30 eastern time the international chess match between the British and Brooklyn chess clubs was begun.

Our first consignment of the "Rambler Wheels" will arrive in about seven or eight days. We can show you the models now and explain the excellent points. Weller Bros.

Justice Hawkins, of London, has been at it again. "You are charged with trying to commit suicide," said he sternly to the prisoner at the bar. "I was driven to it, your lordship," stammered the unfortunate; "I was driven to it by a woman."

"Hum!" mused his lordship. Then, suddenly, "Did she refuse you, or did she marry you?"

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IMPARTS. Beauty to the Teeth, Fragrance to the Breath, And that rosy, healthful color to the cheeks.

O. P. O. R. O. M. A pronounced by experts chemists.

The Perfect Tooth Powder.

Call

On Kinnaird, the Cash Tailor, before you order your Spring Suit. See his large range of New Goods and get his Prices.

46 Johnson Street.

LAW INTELLIGENCE.

In the divorce suit of Levy vs. Levy an application was made to Mr. Justice Drake this morning on behalf of the respondent that the petition be struck out on the ground that sufficient particulars of the acts of cruelty alleged in the petition had not been furnished. The summons was dismissed. J. P. Walls for the application and J. A. Alkman contra.

The Fall Court are hearing the defendants' appeal in Nant vs. the Inland Construction company from the judgment of Mr. Justice McCreight. The plaintiff, an hotel keeper at Nakusp, sued for \$2800, price of board, etc., supplied to Benson and Seison, two subcontractors of the defendants, for the construction of the Nakusp & Slokan railway. The trial judge held there was an implied agreement on behalf of the defendants to pay. E. V. Bodwell for defendants and H. F. Clinton for respondents.

NANAIMO'S MILITIA. Senator McInnes Suggests the Protection of the Coal Supply.

In the Dominion senate recently Senator McInnes, British Columbia, wanted to know if it was the intention of the government to organize a military company at Nanaimo in the place of the one disbanded by order of General Herbert, and also to construct a drill shed at that place. Speaking to his question, he said that almost the entire coal supply of the province was in and about Nanaimo. In case of complications with Russia it would be of the greatest importance to have that coal supply protected by a land as well as by a naval force.

Senator Macdonald called attention to the importance of fortifications being erected at Seymour Narrows, the northern entrance to the passage between Vancouver Island and the Mainland, and the Straits of Fuca, the southern entrance. Without these guns being fortified the expensive works at Esquimalt could be attacked by an enemy from the rear.

Sir Mackenzie Bowell said that the importance of improving the defences of the country, owing to events which had taken place during the past few months, had induced the government to ask parliament to grant a loan of \$3,000,000 to be expended in improving the militia and defences of the country. He admitted the importance of fortifications at Seymour Narrows, and, although he had no official information, he thought the Imperial engineers engaged at Esquimalt intended recommending the construction of fortifications at that point. So far as the military company at Nanaimo was concerned, it had been disbanded because the commander of the corps had gone to the United States, and no one could be found willing to take the responsibility of assuming the command.

PERSONAL. W. F. Tre, of Rossland, is a guest at the Driad.

John Wilson, Vancouver, is registered at the Oriental.

R. S. Robinson, Cariboo, is registered at the Oriental.

Inspector Collier returned from Vancouver by the Chamer last evening.

John Barnesson, Port Townsend, and Gus Holmes, Astoria, are guests at the Oriental.

Mrs. Batchelor, Kamloops, was a passenger on the Chamer last night from Vancouver.

F. W. Wheeler, John Hendry, A. J. Hopkins, and B. Spring, of Vancouver, are at the Driad.

Thos. Shotbolt and T. M. Henderson returned from the Maljand by the Chamer last evening.

Revs. Dr. Reid and J. E. Gardner were passengers on the Chamer from Vancouver last evening.

E. G. Moody, who has just finished a course at the Philadelphia dental college, came up from San Francisco on the Walla Walla last evening.

Rev. Mr. Glover, of Toronto, who has been visiting friends in this city during the past few weeks, returned to his eastern home this morning.

Ed. Sherrett, H. Boyd, E. R. John, B. Brethour, and John Wallace returned last evening from the annual meeting of the Grand Orange Lodge held at New Westminster.

In an Irish court recently an old man was called into the witness box, and being old and just a little blind, he went too far, in more than one sense, and instead of going up the stairs that led to the box, mounted those that led to the bench. Said the judge god-forsakenly: "If it a judge you want to be, my good man?"

"Ah sure, your honor," was the reply, "I'm an old man now, and maybe it's all I'm fit for."

The judge (who shall be nameless, for the bench must be supported, even in Ireland) had no reply ready.—Vanity Fair.

Pocket knives, scissors, etc., a specialty at Shore's Hardware.

Okell & Morris damson and green cake preserves are a luxury. Try them.

FOR MEN ONLY CAMERON, The Cash Clothier, 55 Johnson Street.

If the Ladies of Victoria Who are Housekeepers want Pure Preserves And not cheap Jams, they should Try Okell & Morris'. It is the Purest and Best They are Perfection in Preserves. Sold by Every Grocer in the City.

The Very Latest Creations in Fashionable Footwear now to be seen at our establishment. New models in Black and Tan Shoes for Spring and Summer. Don't fail to see these goods. Just as cheap as old, shod-worn, trashy stock offered as "bargains" by some dealers. J. Fullerton, 103 Government Street.

Just In VERY CHOICE California Roll Butter. Pink Sugar for Icing. Christie Brown's Social Tea Biscuits. CHEAPEST PLACE TO BUY BEST GROCERIES. HARDRESS CLARKE, COR. YATES & DOUGLAS STS.

Retiring From Business \$20,000 Worth of Dry Goods to be Slaughtered.

ARGYLE HOUSE We are going to clear out the entire stock at prices that will command a speedy sale. New Goods just arrived and lots more that are coming will be marked down and sold with the other stock. Three Cases of Manufacturers' Samples To be Sold at less than Wholesale Cost. We have only staple stock—no fancy out of date goods to sell. We shall be closed on Thursday and Friday, marking down the goods; will reopen and commence the sale on Saturday Morning, Feb. 29th, 1896 FOR CASH ONLY. All accounts must be paid within 60 days. Any not paid within that time will be given into the hands of our lawyer. A well-established Dry Goods Business for Sale. J. HORNER & CO., 83 Douglas Street, Victoria.

TURNER'S POOR MEMORY

Premier Forgets Some of the Important Promises Made to the Promoters of the British Pacific Railway.

Mr. Rithet's Statement Regarding His Negotiations With the Government—Mr. Bodwell Defends Himself.

Fifteen hundred people crowded the Victoria theatre last evening and in unmistakable terms showed their disapproval of the betrayal of the city of Victoria by Hon. J. H. Turner and his cabinet. Hundreds of people could not obtain admittance, but they were both to go home, and remained around the opera house, taking up the cheers started by the more fortunate ones who had seats within. The meeting was a very orderly and quiet one, there being few interruptions until the premier commenced to speak. He was given a fair hearing, but it was plain that his views did not meet with the approval of the audience. A number of men, known opponents of the British Pacific, were present and at times made considerable noise. These included several visitors from the Mainland.

Mr. E. C. Baker was on motion appointed chairman and Mr. A. E. Richmond secretary. The other gentlemen on the platform were: K. F. Rittner, M. P.; J. H. D. Helmcken, M. P.; J. A. Bruden, M. P.; Captain John Irving, M. P.; Dr. James D. K. Ker, E. J. Bodwell, A. J. McEellan, Wm. Jensen, H. C. Macaulay, R. J. Woods and M. McCall.

MR. RITNET'S STATEMENT.

Mr. Baker invited the members of the cabinet to take seats on the stage, an invitation which they accepted. After making a few introductory remarks, Mr. Baker called on Mr. Rithet, who received an ovation. Mr. Rithet said: "While I am always glad to meet my constituents to express my views upon any important matter, I deeply regret the circumstances which have caused us together this evening. When on the 6th of July, 1894, at a public meeting held in this place, I was pressed to refer to the position and prospects of the early completion of the arrangements then pending for the construction of the British Pacific railway. I informed those present that I was not at that time in a position to give any definite information, but that I was endeavoring to bring to a point arrangements to secure the necessary capital for that purpose, and hoped before long to be able to make such a proposition as would not only be satisfactory to the people of Victoria but to the whole province; further that even if I might not consider the proposition as satisfactory as I would like to see it, that I would not take the responsibility of declining it, but would call my constituents together, and place the responsibility of accepting or rejecting the proposal, whatever it might be, upon them. It is, therefore, as stated in the notice calling this meeting, for the purpose of explaining the position in reference to the proposals lately submitted to the provincial government, relating to the construction of the British Pacific railway, that my colleagues and myself have asked you to meet us.

The full text of the proposals made to the government has been published for some days, and I am sure all present must have read themselves of the opportunity not only to read them over carefully, but to study and consider them. They are such as to entitle them to the fullest consideration, not only by you but by all who are interested in the welfare, advancement and development of the province, affording as I believe they do, upon economic and business lines, the opportunity for opening up a large and rich section of country, which must remain to a great extent at least undeveloped until opened by railway communication with the coast.

It is not so much perhaps to the rejection of these proposals which I and others have taken exception to as it is to the fact that the government have shown so little disposition to encourage in any way any modification of these proposals, and while they profess to favor railway construction throughout the province, and "respectfully" claim the line under consideration, they claim they have not sufficient data that the railway would pay; and that the province should not make what is practically a gift of six millions of bonds of the province, and also that there is no assurance that it will be a transcontinental road. All these objections have been so fully covered by the correspondence which has been published that I need not repeat them now, and will confine myself as far as possible to dealing generally with the subject itself as your representative and a supporter of the present government, which has claimed itself to be the progressive party in connection with the politics of this province, and the leader of which at that time as well as Mr. Turner, who is now the leader, announced themselves in no uncertain terms as to their position in regard to the British Pacific railway. So strong indeed was the statement made on the evening before the election by Mr. Turner that I think it well to give it in full, so that you may be aware of its bearing upon the present position taken by him on that matter. It was this: "The former were also warmly advised supporting the party to which Mr. Rithet and I (Mr. Turner) belonged, and they are told that these gentlemen are going to try to have a great railway built from Victoria city through

the northern part of the province. He had endeavored to impress upon the farmers of the Fraser what is the fact, that if the Canada Western railway is built, and if as the expected result Victoria does grow to be a city of 100,000 or more, the result will be so beneficial to the farming districts of the Mainland that there will not be a vacant farm between Hope and the mouth of the Fraser. He found that the farmers, when the matter was put before them in this light, largely agreed with him, and while he felt sure that this view would ultimately prevail, it is at present the duty of the Victoria electors to protect themselves against those who seek to get into power to hurt the city, and it is the duty of Victorians to stand by a government which has risked itself to do justice to Victoria.

"Reviewing the railway policy, he showed the necessity for the large expenditure at the present for opening up the province, and the large return which this will yield."

Mr. C. E. Pooley's references to the question was as follows: "He agreed with what had been said on the subject of the British Pacific railway, for he felt confident that when a proposition is laid before the government, it will be in such a shape that all parts of the province will approve of it."

Mr. D. W. Higgins also said that: "He and his colleague (Mr. Pooley) had been returned by acclamation as straight supporters of the present government, and without hesitation they stood up as Canada Western men. The voters of Victoria should mark their ballots for the four gentlemen who say they will support the government policy, and that they will go into the house to fight for the Canada Western railway. * * * He considered that it will become the inhabitants of this beautiful city to neglect the opportunity now afforded them to assist in the effort to open up that splendid inland Empire. Railway would run, and they should not lay down their arms until that road is completed."

At that time the charter was in force, as it is now, and it was generally known that the railway could not be built without further aid from the government. It was also generally known that additional aid was to be asked for as stated in the correspondence, viz.: a guarantee for twenty-five years on \$6,000,000 at 4 per cent., which is \$240,000 a year. This sum was named in a letter dated 3rd of April, 1893, to the then attorney-general and premier, as being the smallest probable aid, which together with the land grant, would ensure the necessary capital. It has therefore been on these lines that I have been proceeding, and virtually with the consent of the government, as previously to Mr. Turner's departure for England I had a conversation with him, and he then offered no objection to the proposal, beyond asking the probable time the subsidy would be paid. At that time I was under the impression that it would be some years before any large sum could be claimed, as I then thought it would require from 5 to 8 years to build the road, and that for the first few years the payments on account of the guarantee would be very small. When in England the money for this enterprise, said Mr. Turner, and talked over various ways of financing it, and in consequence of some suggestions arising out of these meetings a change in the method of financing was suggested, which would have involved the government to a much larger amount, and which, as soon as it was sent to me, I declined to accede to, and insisted that the original lines should be adhered to. This caused much trouble and delayed the completion of the arrangements for submitting the proposal now under consideration, and in consequence Mr. Turner complains only reached him during the session. During these interviews between the parties in London and Mr. Turner I am informed no information was given that the government would not grant the additional aid since applied for. If such an intimation had been made it would in all probability have ended the negotiations on these lines, and would have avoided time trouble and expense to Mr. De Fries and Mr. Armstrong in having come here to look over the situation and complete negotiations.

Believing in the sincerity of the government, several members of which had expressed themselves during the election in favor of this enterprise, I have been doing everything in my power to get what would be a businesslike proposition to lay before them, and in doing this I have had constantly before me the lines upon which similar railways on this continent, both in Canada and the United States have been aided by the state, and in submitting the proposal now under consideration, I considered it was so favorable that outside of the working out, or in harmonizing some of the details, little objection would be made to it. I was certainly not prepared to have it objected to because it did not provide for a connection to make it a through transcontinental railroad until the company had been placed in a position to apply for a Dominion charter. If this were done first and we were to allow our arrangements to be as at present, I am very much

afraid, unless the present views of the government change that we could go on with the negotiations and arrangements, complete our connection to the East, and all other matters incident to the carrying out of so large an undertaking, only to find that we were face to face with unexpected difficulties and obstacles here, where the enterprise had its origin and where its chief interests centered. If, therefore, these negotiations are to proceed further, we must know now what our province is prepared to do, and it seems to me to be very unbusinesslike to expect us to proceed to make definite arrangements about through connections at this stage of our negotiations. Nevertheless, it is as much now as it ever has been the intention and determination of those who have undertaken to carry this enterprise, through that they will have an extra connection by the time the British Columbia section reaches the limits of the province. The eastern connection being, as you doubtless understand, through a prairie country, can be built more quickly and cheaply than through a country like British Columbia. Already there are several lines chartered to run from different points in Manitoba towards the Rocky Mountains, and Mr. Armstrong, who is now here, and his friends control the Great Northwest Central railway, the company now building from Brandon (where it connects with the Northern Pacific system) to Yellowhead Pass, on the line originally selected for the Canadian Pacific railway, and has already constructed and put in running order fifty miles of road. Although the correspondence does not appear, it was explained on the second interview with the government that the company proposed to make through connections, and offered to make this a condition precedent to the charter asked for being put into effect. Instead, therefore, of the British Pacific finding any difficulty in this direction, I think it is more than likely that it will have a choice of connections.

I would be sorry if I entertained such pessimistic views as to the future of the province as Mr. Turner does. He appears to have no confidence in the section of our province through which this railway is to run, and states that the government "has not sufficient data before it to give reasonable assurance that the railway in question will prove a paying concern." This I think you must admit is a question which no man can answer, and if enterprises of this kind were to be delayed until such assurances of any tangible nature were forthcoming few, yes very few, of the railways on this continent would ever have been built. But what have we to guide us in this matter and on this particular point? I refer you to Dr. Dawson's report. He has spent much time in investigating this very territory, and he is most pronounced as to the richness of the country in mineral wealth and its extent for agricultural and pastoral purposes. In addition, we have the unqualified opinion of Mr. Marcus Smith, who spent much time examining the country, that it is the best section of British Columbia, and affords the easiest gradients and curvatures for a road on this side of the Rocky Mountains. We have the opinion also of Mr. H. P. Bell, from his actual examination of the whole of this territory during the past season, which confirms in all essential particulars Dr. Dawson's opinion as to the country itself, and Mr. Maguire Smith's opinion as to its desirability and suitability for a railway. Then we have perhaps the strongest evidence of all in the returns of the commissioner of mines for 1893, published, giving the output of the gold mines of Cariboo since 1858 at about \$55,000,000. With all this evidence, we are asked whether the railroad would be a paying concern. My belief is that to this province it would be a paying concern, and that the aid now asked for would be a profitable investment for this province and for the rest of the province.

At the present time the cost of appliances for the economical working of the mines in Cariboo, for freight alone, is so great that it is surprising that capital for their development should be forthcoming to the extent it has of late years. It must be because these capitalists have confidence in the Cariboo country. With the facilities which a railroad would afford it cannot, in my opinion, be doubted that the development would be enormously increased, both in small and large undertakings, and when we consider that the field for placer mines has only to a very small extent been worked, in spite of the fact that the output has been \$55,000,000, and quartz virtually untouched, you should have no difficulty in believing (as I fully believe) that the population of Cariboo would be so increased in a few years by an industrious class of producers of other sections of the province, and to cause a corresponding increase in the other sections. Such settlement of the country would, in my opinion, very soon, if not immediately, go a long way towards providing the annual subsidy which the government are asked to provide for this undertaking. Up to this date I have only spoken of the enterprise as affecting the development of Cariboo and the intervention of the coast, but it has a much greater part to play in the development of the province, in as much as it places within easy reach of the country lying to the north of it, which, like Cariboo, has been proved rich in placer gold mines. Over the proposed road is beyond the Cascade range Omineca and the country intervening as far north as has been prospected, can be readily and at a minimum expense reached to the southward, and also that large fertile section of this province known as the Peace River district. If any doubt exists in the mind of any one here present to-night, as to the richness of these sections, I am sure I need only call their attention to the wonderful discoveries, proved by actual working of rich mines in the Kootenay country immediately to the south of the Cariboo region, and also to the wonderful richness of the alluvial diggings on the Yukon, to satisfy them that the intervening territory, which is to be reached by the British Pacific, large as it may appear to be, is not likely to be less in average mineral richness, whether found in quartz or alluvial deposit, than has been proved to exist in the territory already referred to, lying to the north and south of it. I hope I have clearly shown what I have tried to show, viz., the value of the territory which this railway is to develop, and will now endeavor to show you that the

proposal for the railway is one on strictly business lines. Perhaps this can best be done by first pointing out the assistance which has been extended to other railways constructed within the province. The Esquimalt & Nanaimo railway received, as most of you know, a cash bonus of \$750,000, and about two million acres of land. The length of the railroad already built is about 75 miles. The land grant is therefore about 25,000 acres per mile of the most valuable country lands in the province and the cash bonus about \$10,000 per mile. The Shuswap & Okanagan bonds are guaranteed by the government for \$25,000 per mile, and the Nakusp & Slokan for \$17,000 per mile. In Manitoba a grant of \$8000 per mile in cash and 6000 acres of land have just been granted to a line from the C. P. R. to Lake Dauphin, which passes through very fertile territory. The proposal of the British Pacific is a guarantee of interest equal to less than \$8000 in cash, and a land grant of 20,000 acres per mile for the Mainland section, and 10,000 acres per mile for the Island extension.

The cost of building the British Pacific railway will be between \$30,000 and \$40,000 per mile, while the other roads mentioned have been built for a little more than half that sum per mile. In addition to all the subsidies mentioned, it is estimated that in order to provide the money to construct the British Pacific, almost no grant has to be utilized, at a value of \$1 per acre, at which price it will probably take many years to realize it, so that I think the contention that the government was practically making a gift of \$6,000,000 to the company was hardly a fair statement of the case. While the government are asked for the interest on \$6,000,000 for 25 years, it must be kept in mind that the railway grant is for alternate sections of land, so that the government sections now valueless, or almost so, will be brought within the reach of the settler, (hear, hear) and if the railway lands are made worth \$1 per acre the government lands would be made equally valuable, and will amply recoup to them the money grant applied for. (Applause.)

The railway, when constructed, will remain for the uses of the province, and surely that is a consideration which should be highly valued. In every other province in the Dominion, cash as well as land has been given to secure railways. In the western provinces and in the neighboring provinces of the Northwest, where the construction of railways is less difficult and less expensive, such a policy has been found expedient and even necessary. Ontario, the most conservative of all the provinces, for some years abandoned the policy of subsidizing, but three years ago returned to it, and has since voted large subsidies for the purpose of opening up the unsettled portions of the province. Why should this province be excepted to secure its railways upon different and more favorable conditions. Having shown this much I think it will now be in order to inform you what my position is and always has been as your representative. I have supported what measure was introduced which appeared to be in the interest of the province. I believed I was in accord with the government in reference to the construction of the British Pacific railway, but I frankly confess that if the government had put before the legislature any other proposition for the settlement and development of the province, of greater merit and comprehensiveness, I would have considered myself not only justified, but in duty bound, to support it. (Applause.) Under the general policy of the party as understood by me. What then is the present position; supporting a government pledged to this railway on business lines and to the opening up and development of the country, when it would not accept the proposition for this railway as submitted, it was surely not in keeping with their policy to decline it as they have done. Their duty, I take it, was to point out any inconsistencies, wherein it was not businesslike as being inconsistent with other similar enterprises having similar objects, and to endeavor to harmonize such divergences. (Applause.) No effort in this direction was made, nor has the government attempted to put forward any other proposal having a more or even an equal chance of success, when an outline for the accomplishment of the project in my opinion, (Applause.)

My support of the proposal which has been before the government, and which is before you for consideration to-night, it that it is a comprehensible and economic scheme for the opening up and development of about three fourths of this province, and while it is the largest in area it is also believed to be the richest in mineral wealth and other resources, and until it is shown to the contrary by the government or some one else, I claim that I am still justified in the contention which I made during the election, that when the scheme was put before you it would be such as would commend itself not only to Victoria, but to the whole province. Not only has the proposal a local and provincial, but a Dominion and imperial importance. Local and provincial, because it will open up a large tract of country for settlement and development, which is now valueless, and make tributary to each other the large consuming sections of the province; Dominion, as affording another highway through the vast interior of the Northwest Territories and Manitoba; and imperial, as affording another line of communication between China, Australia and the other countries, so far removed from the reach of our good neighbors to the south as to make it almost beyond their power to interfere or interrupt, and as outlet for the product of the territory traversed to the produce markets of the world, when the already much talked of route via the Hudson's Bay is an accomplished fact, which I am confident it soon will be, and which will save a rail carriage of over 1000 miles, and not increase the distance to be travelled by water over the existing routes, so shortening the line between the Pacific ocean and Great Britain, as to reduce the time to nine days. (Applause.)

With these great advantages, would it not have been within the rights of the province to assume some considerable responsibility, and would it not come within the privileges, if not the duty of the government, to take upon itself to represent these factors as of special moment to the Dominion and Imperial authorities. Of much more importance to the Dominion is an enter-

prise such as the British Pacific, in my judgment, than the fast Atlantic steamship service, for which they appear to be willing to pay \$750,000 a year. Much greater benefits might be expected to result from an expenditure of that large sum in opening up our own Canada, and by this means to increase the population and thus the travel so as to make it sufficiently large to secure the great advantage of a fast steamship service from our own ports, without necessitating the granting of so large or indeed any subsidy. (Applause.)

I must now refer to the financial aspect of the proposal, and see how far the contention and fears of the government are justified in this regard. In doing this I assume that the claims I have all throughout my remarks advanced, as to the desirability and richness of the country, are conceded. In my opinion, I cannot conceive how they can be disputed successfully with such evidence as to the facts as have been referred to. During the construction of the railway a large force of men must be employed, from whom the revenue tax would be collected, while the expenditure on the part of the government would be very small. The demand for manufactured articles of necessity in the construction of the work would call for the employment of much unskilled as well as skilled labor, more or less settlement, as the railway reached desirable localities on its line, would take place, and the proposal binds the company to place two hundred settlers yearly upon the land, so that by the time construction reached Cariboo it would be reasonable to estimate that the additional population induced by this railway would not be less than 20,000, and that a considerable increase would follow yearly, and in a few years there would be sufficient to provide the whole of the annual subsidy stipulated for. It is not in my opinion to be entertained for a moment that this railway would entail further burdens upon the present population of the province. Indeed, exactly the opposite should be the case, because the general expense of governing the country would be spread over a larger and constantly increasing number. Then if we are to take the estimate which one of the greatest statesmen Canada ever had put upon each immigrant, which was \$1000, see the immense gain to the country.

In this connection I must again refer to the rapid growth of the Kootenays through the working of the mines and the railway connection which has been the immediate cause, without which it would in all probability have been years hence before the present development in that great and rich section of our country would have been reached, and having reached its present stage, where there among you (who have given this matter my attention) willing to attempt to gauge its future development and productiveness?

It is perhaps more due to the fact that this enterprise is to be largely for the purpose of developing and opening up the gold fields of Cariboo, that the parties who have the financing of the matter in hand have been enabled to make such favorable arrangements to build the road. In the moneyed centres for some years much attention has been given to the development of countries where gold is found, and have proved so successful that our conditions and possibilities are regarded with favor, even in the face of the fact that our population is so small. In illustration and proof I refer to Western Australia, where in 1804 the population was only 82,072, and increased in 1895 to 101,000. In 1801-2 this immense country had only 657 miles of railway, while in 1894-5 three years later, it had 1142 miles. In 1801 the population was only 82,285, so that the increase in three years was nearly 30,000. The revenue in 1801 was £497,670, and increased to £265,670 in 1894, and to £1,438,717 in 1895. (Applause.) This is almost entirely a mining country, and the disadvantages owing to the scarcity of water are such that it is surprising so much development has taken place. While this revenue includes customs, railways, etc., it nevertheless indicates the enormous expansion which has taken place owing to railway construction. Then we come again to our own province, the white population in 1881 was something like 20,000, while in 1891, after the construction of the Canadian Pacific railway, it was about 65,000, which is an increase of over twice as much for ten years since the inauguration of railways within the province as it had been during the 20 years previous.

Much has been said in the press of late regarding the cost of building this road. In 1878 H. J. Cambie estimated it would cost from Esquimalt to Yellow Head pass, \$50,000,000 and \$35,000,000 from Waddington Harbor to Yellow Head Pass. Now the estimated cost from Comox (where it is proposed to connect with the E. & N. railway) to Yellow Head Pass is about \$23,000,000. Under these circumstances it cannot be claimed with fairness that the road cannot be built within economic lines, for a railway which is to pierce two mountain ranges.

In examining my scrap book, while I was studying opinions published in reference to the building of the road now under discussion, I was greatly pleased to find in the Vancouver World published in 1880 the following, viz: "In this connection it may be of interest to know that Mr. Van Horne, contrary to the belief of many here, especially our Cambie street organ, warmly favors the construction of another transcontinental line through this province. In reply to a question put to him he said: 'The more railways we have the better it is and will be for the country. The construction of the Canadian Western will not take place for some time, but such an event can in no wise interfere with or retard the progress of Vancouver. This is sound doctrine, and the World is pleased to know that so enlightened a gentleman as Mr. Van Horne undoubtedly is, takes a broad and patriotic view of the question, feeling no doubt that unless opened up by railways the northern part of this province is of but little value.'"

This opinion I most heartily concur in, but I am afraid a change has since come over the opinion of the World, as it at that time endorsed Mr. Van Horne's views. It seems strange that the World should seven years later think it wise for building the road referred to had not yet arrived, and now proclaim against it. As there may be some present who have not quite comprehended the bear-

ing of the proposal made to the government it may be well for me to review briefly the terms which were submitted. In the first place the form of the agreement was based on the contract which was made between the parties who undertook to form a company to build the Canadian Pacific railway, and the government of Canada. The main features of the proposal are therefore similar in detail. The special features have been made, as far as possible, to correspond to the general understanding which had existed as to the amount of aid which the government of British Columbia was prepared to grant, and which, as I have already stated, was made known to the government as far back as 1883. The amount of aid referred to was 4 per cent on \$6,000,000 for twenty-five years. This, I wish the electors and the people of the province to understand, is only equal to a cash payment of \$4,363,363, for the reason that the company was to provide the difference between this latter sum and \$6,000,000 by sinking funds. The proposal also provides that the government to build the road be made the trustees for any other subsidies granted to the company, and also for the land grant bonds of the company, thus controlling all the assets of the company excepting the share capital, which they would only be called upon to pay out to the company as the work of building the railway proceeded, and the engineers' certificates were granted. This surely showed a guarantee to the government that these amounts would be applied for the purpose of the work done, and in proportion to the work done. At this point I must, even if I am repeating myself, impress upon you the fact that the whole liability of the government was to be the payment of \$240,000 a year for twenty-five years, and that under no circumstances could they be called upon to pay any larger sum. (Applause.)

The reason of asking the government to issue its bonds in lieu of the annual subsidy, and any other subsidies which might be transferred to them, was because many holders of trust funds in England and elsewhere can only invest them in government securities, and in this way the money would be obtained on much more favorable terms, while the government would not be called upon to take any additional liability. The government having (whether charged or not I do not care to undertake to say) stated in the prospectus for the last loan, that "no new debt will be incurred for at least three years from 1st July next (1895)" the company, though advised that this restriction would not apply to the proposed transaction, wished to avoid the possibility of any exception to any issue of the government before that date, proposed that no issue of government bonds should be made before the first day of July, 1895, and in order that there should be no delay on the revenue of the province until after the completion of the line from the coast to Barkerville, the company agreed that the first instalment of the government subsidy should not be payable until the first day of January, 1900, all interest and other charges being met by the company up to that date. (Applause.)

Although I am to-night dealing with the matter entirely on provincial grounds, I am glad to have the opportunity of saying that it is the full determination of the company that the road should be brought from Bute Inlet to Frederick Arm, where trains will be transferred to the line on Vancouver Island by ferry steamers capable of carrying a whole train, (applause) the distance being only fifteen miles, and the time taken about one hour. Any question affecting the interests of Victoria especially, will come up when the aid from the city is before the citizens for consideration, when I have no doubt whatever they will find me in hearty accord with their views. (Applause.)

I must now refer, even if briefly, to the personnel of the parties of the proposed agreement. In doing this I have no hesitation in saying I believe they are men who are worthy of your confidence, and men who, if they have not the means themselves, are closely associated with and in the confidence of capitalists well able to furnish all the money required for the undertaking. At the beginning of these negotiations I made inquiries to satisfy myself of the standing of these gentlemen and their connections, and lately have made further inquiries, which fully confirm my first information. (Applause.)

In this connection there is one very important explanation to be made in reference to the way arrangements for capital for large undertakings of this kind are made. Those of you who have knowledge of such business will know that in the preliminary stages the principals are represented by their solicitors and engineers, and are guided entirely by their reports, opinions and recommendations. No banking house of any standing will allow its name to be used until negotiations have got beyond the preliminary stages, or until every detail of the proposal, whatever it may be, has been definitely settled upon. You will therefore appreciate the necessity for making the agreement submitted to the government as a preliminary and absolutely necessary step, before proceeding further with these negotiations, which have already reached a point where all arrangements have been made subject to the approval of the government. As to the parties themselves I could furnish full information, but it will doubtless satisfy you to say briefly that Sir Thomas Tander is an engineer and contractor of great repute, having, among other large works, constructed the Fourth bridge, which cost about \$30,000,000, and is in a position to command capital.

Mr. DeFries is a lawyer of New York and London, and is the adviser of many large banking houses in both cities. Mr. Smithwick is a solicitor in London, who has large moneyed connections, and is the party on whose behalf I was authorized to offer for the last government loan of \$420,000, which amount was on deposit in a London bank, awaiting a decision from the government. Senator Thibodeau has been senator for 20 years and is now sheriff of Montreal; president of the Atlantic & Lake Superior railway company, vice-president of the Montreal Bridge company, and the Park & Island railway company and president of the Royal Electric company (the largest in Canada). He is also chairman of the Can-

adian Board of the Alliance Assurance company of England, or when Lord Kitchener is the chairman.

Mr. Armstrong is managing director of the Atlantic & Lake Superior railway company and other eastern railways, and has given this railway course his careful study, and is here now on behalf of his associates and empowered to act for them. If you want to know any further of him he is here to answer for himself. (Applause.)

I am informed that reports have been circulated as to my personal gain in connection with this undertaking, should it be carried through. I therefore wish to put myself right in this connection at once. I can assure the audience that if there is any present who is willing to relieve me from further trouble in connection with this business, and will guarantee that the railway will be built on better or even as good terms as are proposed, I am willing to give him or her my interest for nothing, and am willing in addition to leave it to his or her own sense of honor and justice whether I should be refunded my actual outlay in connection with it or not. (Loud and continued applause and cheers.) This is the position I have always taken and have more than once made a similar proposition to those who thought I was acting in my own interest. So long, however, as I am entrusted with the duty of doing what I can to forward so worthy, so essential, so patriotic an undertaking, I will continue to make every legitimate effort in my power for its accomplishment. (Applause.)

Having now placed before you the position of this question of great interest to all of us, it rests with you to do what in your judgment is advisable or necessary, in order that your representatives in the legislature may be made aware of your views and wishes, which I need hardly say will be entitled to and receive our most careful attention and consideration. I hope that whatever expression you may wish to couched in such moderate and respectful terms as to carry with it all the influence which such an expression should do from so large, influential and deeply interested a meeting of the electors of the city of Victoria. (Cheers and applause.)

MR. HELMCKEN.

Mr. H. D. Helmcken, third member for Victoria, considered his duty a very light one, having simply to explain his position in connection with the project that all Victorians have at heart. It was a project that would raise us to a position that none would wish to be in. He was not there as an opponent of the government, as an opponent of the project, or as a family quarrel. When they did it would be a good one. He did not intend to attack the general policy of the government, but to do all he could to strengthen the hands of Mr. Rithet in his honest endeavors to secure the construction of the British Pacific. (Applause.) At the general election there was no plank in the platform of the government party that met with more approval than that of the British Pacific railway. He could honestly say that it did not rest for that plank he would not be where he was. (Applause.) Mr. Rithet had laid the matter honestly before the meeting and having carefully studied the correspondence the people could not but admire his efforts to make this one of the brightest provinces in the whole Dominion. (Applause.) What the members wanted was instructions as to the course they were to pursue in the future. Mr. Rithet quoted at some length from the Premier's letter to Mr. Bodwell, the "my government" letter amidst much laughter.

Continuing, he said, reading through the correspondence one cannot but notice a tinge, he did not wish to use strong language, of insincerity on the part of the government to carry out the proposal. If they had been anxious to carry out the proposition they would not have summarily rejected it, but would have taken it into serious consideration. They could have arranged a scheme that would have met with the approval of all their supporters. He was still in hopes that the government would bring down a measure that all could approve of. The fact was the scheme was such an extensive one that it had amazed the premier. He could not fairly grasp the situation, and was keeping aloof from it. He wished to carry out the scheme he should confer with Mr. Rithet and come to some agreement. Had it not been for the paragraph inserted in the agreement for the last loan, that the government would not borrow again for three years, the government would be in a position to do something for the British Pacific. The premier could have guaranteed against this by saying that no liability would be contracted until the government were assured of the construction of another transcontinental highway.

Now that there was an opportunity to secure a railway for the development of the northern portion of the province it should be accepted. There was talk of opposition on the other side. What we had to guard against was the influence in our own midst. If all were as anxious as Mr. Rithet for the construction of the railway it would be strange the near future, but the strenuous opposition the harder would Mr. Rithet work to overcome it. It is our duty to open up every channel of communication and do all we can to develop the resources of the province. When discussing another bill the premier had stated what they wanted to do was to place settlers on the land. That is just what Mr. Rithet was endeavoring to do. He did not wish to see the government standing aloof from Mr. Rithet and saying they would not consider the proposition. He would like to strengthen their hands so that they could bring down a scheme that would snatch the province from the depression from which it is suffering. (Applause.)

MR. BRADEN.

John Braden, M. P. E., on rising to address the meeting was greeted with loud applause. He thoroughly agreed with his colleagues who had addressed them. He could not understand why the government had refused the proposition submitted, as the success of the government candidates at the last general election was entirely due to their support of the British Pacific. Mr. Braden could not agree with the government in thinking that \$240,000 per year was too much to pay for the railway. The province would be more than repaid by the revenue obtained from the rapid development of the country along the line of railway. Mr.

Braden referred to the assessment act introduced by the government. If they proposed to assess the output of mines, incomes, and everything else, surely the province could afford to assist a railway project. If the government expect the members to support the assessment act, they should assure them that the money obtained from such sweeping assessments should be used in the development of the province, particularly in the matter of building railways. (Cheers.) Every person who has the welfare of the province at heart should support those who are endeavoring to promote the railway proposition under discussion. He closed by asking the large audience to suggest the course to be pursued in the future by their representatives. (Applause.)

THE PREMIER'S DEFENSE.

Mr. J. H. Turner met with a mixed reception. He had come to the meeting without preparation. (Oh, oh!) Both Mr. Rithet and Mr. Helmcken had stated as a fact what was not a fact, that the government had refused to consider the British Pacific scheme because it was not likely to be a paying concern. That was not so. It was true that he did in a letter incidentally say that they had no data to show that it would be a paying concern. He was conscious that the people were disappointed when they heard of the failure of the negotiations with the syndicate. (Hear, hear.) No one was more disappointed than himself when he read Mr. Bodwell's proposal. He had expected for months that a business proposition would be laid before the government, one which could be placed before the legislature and carried out without unduly taxing the people, and one which would really provide for a transcontinental line. (Applause.) The proposition was that the government should make the province liable for six million dollars, which would entail an expenditure of \$240,000 annually, and there was no security that it would not amount to more. In addition the province is asked to give twelve million acres of land, a good deal of which can be chosen from any part of the province.

A voice—What is the good of the land without a railway?

Another voice—For school purposes.

Mr. Turner, continuing, said as secretary of the company proposed to give the government \$200,000 for the construction of a work which would cost \$23,000,000. In short the proposition was that if you give us \$6,000,000 and \$2,000,000 acres of land we will build the British Pacific railway. That would have been the simple and straightforward way of putting it. He answered that the province was not able to pay \$240,000 a year. (Applause.) There is indication of the revenue increasing, but there is no probability of it increasing enough to meet this enormous liability. Taxation would be doubled and the credit of the province ruined. If \$2,000,000 were added to the present debt it would send our credit down to zero. Then when large demands came from other parts of the province the government would not be able to borrow a cent. Everything else would have to be sacrificed for this scheme. He said that there was even such a thing as paying too much for the railway. (Applause.) The fact that most of the other transcontinental railways are bankrupt is not an inducement to us to build another.

A voice—You know that at the time of the election.

Mr. Turner—It would be some years even with the prospective increase in the revenue before it would be large enough to meet even the ordinary expenditures.

A voice—Why didn't you talk that before the election?

Mr. Turner—During the last fifteen years, although the C. P. R. had been built during that time, the revenue had only increased \$180,000. He repeated that \$240,000 a year was too much to pay for the railway. This was sufficient to justify the government in declining the proposition, but there were other reasons. In the first place there was no security that it would be a transcontinental railway. What the people wanted was a transcontinental railway—(applause)—but there was no security that the British Pacific would even reach the boundaries of the province.

A voice—Oh! Humberg.

Mr. Turner—Then again there was no proof that the necessary capital had been secured to build the line. There was probability that the line would only be built from Cariboo to Bute Inlet. This they say would cost \$10,000,000. A line from Cariboo to the coast could be obtained for half that amount.

Cries of "Where?"

Mr. Turner—By the C. P. R.

This answer was greeted with cries of derision, lasting several minutes.

Mr. Turner, continuing, said it was claimed that the route from Cariboo to Bute Inlet would be of immense advantage to Victoria. If it would be an advantage to Victoria it would also be an advantage to Vancouver. (Hear, hear.) There was no security that the line would reach the boundary, and it was hardly probable that it would be a transcontinental one. Mr. Bodwell said in his letter that when the road reached the boundary there would be several lines ready to connect with it. Why not make an agreement now with some company to do this? When asked what lines would connect we were given the names of two lines which are now in a state of bankruptcy. There should be some guarantee that connection be made with an eastern line before we commit ourselves to the extent of \$6,000,000. The company should be formed and the capital subscribed. So far not 5 cents had been subscribed. The company should be a reliable one, with a capital of \$10,000,000, one that could assure us that the railway would be completed and that we would not be called upon to support it. Mr. Bodwell, however, says the company will give more security. He says they will issue warrants for the land given them by the province; they would give the province one-fifth of the cash thus obtained, but the province must pay interest on it.

A voice—What is your proposition?

Mr. Turner—In that very truthful paper, the Times, (loud applause) it was said that we had deceived the people.

Several voices—That's right.

Mr. Turner immediately dropped the Times and went back to the correspondence. He accused Mr. Bodwell of departing from business and sneeringly remarked that he (Mr. Bodwell) has evidently gone into politics, the letter, he said, being a peculiar one for a lawyer to write. In a letter to the Vancouver World Mr. Rithet had stated that very little had been said about the British Pacific before the last election until the last meeting. This was not quite right. He himself had on several occasions referred to the scheme, and Mr. Davie had spoken of it at New Westminster. Mr. Davie said at New Westminster that no business proposition had been placed before the government. There was a proposition to guarantee 4 per cent on \$15,000 a mile, but that was not a business proposition and the government would not support it.

A voice—That was at New Westminster; what about Victoria?

Mr. Turner affirmed that he had always said he would do all he could to promote the scheme, but it was his duty to protect the whole province (applause). The proposition as submitted could not and would not be supported by the province. He had taken the pains of declining to approve the scheme. It was said he had known what the scheme was. This seemed a great absurdity, inasmuch as the promoters themselves only recently knew what proposition they intended to submit. The first he heard of a guarantee of 4 per cent on \$6,000,000 was in a prospectus said to have been published in London, and which was published in the Province of this city. He had looked upon this as a joke, but he received dispatches from London which said that it was stated there the government had given guarantees to secure the building of the railway. Both he and Mr. Davie denied this at the time. He spoke to Mr. Rithet about it, and was assured by that gentleman that a business proposition would be placed before the government in 1894. The government kept deferring the session in order to get Mr. Rithet's offer. It did not come, so the legislature simply extended the charter. During April, 1895, he met more than a dozen where he met Col. Kane, Mr. Rithet's representative. He assured him that negotiations were progressing favorably. This he repeated every week during the summer, and so met Mr. Armstrong in London, and he said he would probably take up the scheme in connection with the Atlantic & Lake Superior scheme. Mr. Armstrong said the province would not be called upon to pay anything for seven or eight years. He (Mr. Turner) jumped at the proposition because he considered the province should by that time be in a position to assist the scheme. He also met some of Mr. Armstrong's colleagues. They wanted to find out if it was safe to take the province's bonds to a large extent. They eventually decided that they would be willing to take provincial bonds at a price that would allow them to dispose of them at 90. They said nothing about subscribing for a railway scheme. He had not met one man in London who would be willing to invest in another overland railway. They would invest in provincial bonds, but were disinclined to invest in a railway. He had been said the government knew of the plans of the promoters. How could he know what the scheme was, when the promoters did not know themselves what it was. In some measure the plans were known, but he knew no more than the public did. The plans were foreshadowed in the prospectus issued in the Province. In this it was stated that the road would cost \$10,000,000, while engineers said it would cost \$23,000,000. The promoters also advocated the greater cost as a reason why they should receive larger grants. The project was one which no province with the population of British Columbia could undertake. He had carefully considered it. It was said that the government should make a counter proposition. It took the promoters several years to prepare their proposition and now they expect the government to prepare one in twenty-four hours. Even if the government had placed it before the legislature it would have been rejected. At one of the conferences between the government and the promoters Mr. Armstrong had said the scheme was a failure if they could not get the \$240,000 a year. Mr. Armstrong had said that he had been assured by reliable gentlemen that the government would grant this. Mr. Rithet was one, and Mr. Helmcken, whom he met in London, was another.

Mr. Rithet—And Mr. Turner was another.

Mr. Turner—I did not promise anything of the kind.

Mr. Rithet—But I say you did.

Mr. Turner—There are men, some of whom do not make more than \$50 a month, who speak of a grant of six million dollars. These men are not thinking. All they expect is that it will give them work and a few contractors some jobs. He had heard one man say he favored it because it would give him an opportunity to get rid of all his property and leave the country. Reference had been made to Western Australia. There they had the power of the tariff. If this province had the same there would be no difficulty about assisting railways. He wished to give Mr. Rithet due credit for the work he had done, for he knew that he was sincere in his wish to have the road built. He (Mr. Turner) was also anxious to see it built. (Groans.) It was painful for him to decline the proposal. He could have shifted the responsibility, but did not think that was an honorable thing to do. (Applause.) The thinking men, he contended, were with him. There was not a banking or financial man who did not say he had given the right reply, and this was saying a great deal as the scheme was a financial one. (Applause.)

MR. RITHET'S REJOINER.

Mr. Rithet in reply pointed out where Mr. Turner had made half-statements. He assumed, he said, to be anxious to have the road built, but he (Mr. Rithet) would like to know if any one could gather from the premier's remarks that he yielded from the position he had taken in declining in toto the proposition. If he did not continue the negotiations he would not be carrying out the policy of his government, the governments which preceded his, and of which he was a member. Mr. Rithet read letters by the late Mr. Robson and also Mr. Davie endorsing the project. The gentlemen who had applied for the charter had applied to lines owned by the C. P. R. They want to know what the government will do. They will then undertake to form a company with a capital of \$10,000,000, two millions of which is to be subscribed in 60

days and \$200,000 of which is to be paid up at once. If the company did not comply with the agreement the government did not have to recognize them, so they would be taking no risks. (Applause.) Mr. Turner's views of the finances of the province were wrong. If he had taken his own figures for a guide he would have seen that the population of the province had increased from 20,000 to 65,000 in ten years, and the revenue from \$397,000 to \$1,380,000. At this point Mr. Rithet was interrupted by some questions regarding the Enderby flour mill, which caused lots of amusement for a few minutes. After listening patiently to the gentleman in the audience, Mr. Rithet said the company could not build the road without putting up some capital. They would not get anything from the government until the government engineer certified that there was work done to the extent of the amount applied for. Only 75 per cent would be paid by the government, and they would have the road as an asset. If the company spent \$20,000,000, Mr. Turner's government, or the government of the gentleman who succeeds him—(loud applause)—will have an asset of \$20,000,000. If the country had any other part of the province, all think it is \$240,000 a year is not too much to spend in opening it up. He was glad to hear Mr. Turner say that the route from Bute Inlet to Cariboo would be an advantage to Vancouver. He had always contended that the project was not a local one. If Victorians continued as enterprising as they had always been they would hold the trade caused by the development of this country to the head and Cariboo was such an all think it is \$240,000 a year is not too much to spend in opening it up. He was glad to hear Mr. Turner say that the route from Bute Inlet to Cariboo would be an advantage to Vancouver. He had always contended that the project was not a local one. 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Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder

ABSOLUTELY PURE

TUPPER'S TRICKERY

Just a Sample of the Great Stretchers' Unscrupulous Impudence.

Reads to Parliament Confidential Communications Without Owner's Consent.

And Carefully Suppresses the Parts That Do Not Suit His Palate.

Ottawa, March 13.—In the house today Sir Richard Cartwright asked the leader of the government whether it was correct, as stated in the Manitoba legislature by Premier Greenway that a sentence was omitted from the telegram which Hon. Mr. Greenway sent to Sir Donald Smith, and read by Sir Charles Tupper in the commons. The sentence omitted was: "As you are aware, we are not to blame for the present situation."

Sir Charles Tupper—These words were in the telegram, but I omitted them because they did not seem to have any bearing on the case. (Hear, hear, and laughter.) While he was on his feet he would just say that he alone was responsible for using that telegram. Sir Donald was in New York and could not be got by telegraph that night. Sir Charles regretted that he had used the telegram without the sanction of Mr. Greenway or Sir Donald Smith.

Sir Richard Cartwright—Do I understand you to say that you used that telegram without Mr. Greenway's sanction? Sir Charles Tupper—Certainly. Continuing, Sir Charles also stated that, so far, Mr. Greenway had not permitted Sir Donald Smith to lay the telegram, to which that one was an answer, before the house. All the telegrams between Sir Donald Smith and Mr. Greenway were confidential and Sir Charles said that he alone was responsible for using the one he did. (Hear, hear.) Hon. Mr. Dickey stated to-day that the government was considering asking the supreme court as to the life of the present parliament.

TESLA ON THE X RAYS.

Rays Sent Through the Brain Make One Drowsy.

New York, March 11.—The Electrical Review will publish to-morrow a communication from Nikola Tesla, describing for the first time his very interesting experiments in radiography. The scientific world has been awaiting an expression of opinion from Mr. Tesla, who is known to have begun his experiments within an hour after the news of Prof. Roentgen's discovery was called to this country. In connection with Mr. Tesla's communication the Electrical Review prints two remarkable radiographs. One of these shows the right shoulder of a man taken through his clothing, a plate of glass three-sixteenths of an inch thick and two inches of wood. This radiograph, which was made at a distance of four feet from the source of the X rays, shows the ribs, shoulder bones and bones of the upper arm. The other radiograph shows a copper wire bent to form the word Roentgen, and was made at a distance of eleven feet from the wooden slide covering the sensitized plate.

Mr. Tesla also states that the rarefaction of the Crookes tubes in these experiments may be increased by electrical means to any degree desirable, far beyond that obtainable by mechanical appliances.

Tesla has also secured radiographs showing the bony structure of birds and rabbits, even to the hollow of the bones. He has secured a radiograph of a rabbit, after an hour's exposure, in which not only every detail of the skeleton is visible, but also a clear outline of the abdominal cavity and the lungs and the fur are shown. Radiographs of large birds show the feathers distinctly. In another instance an exposure of 40 minutes gave radiographs of the human skull, showing clearly not only the outline, but the cavity of the eye, chin, cheek, nasal bones, the lower jaw and connections to the upper one, the vertebral column and even the hair.

Mr. Tesla continues his communication in the following interesting words: "By exposing the head to a powerful radiation strange effects have been noted. For instance, I find there is a tendency to sleep, and the time seems to pass away quickly. There is a general soothing effect, and I have felt a sensation of warmth in the upper part of the head. An assistant to sleep and a quick lapse of time. Should these remarkable effects be verified by men with a keener sense of observation, I shall still more firmly believe in the existence of material streams penetrating the veil. This it may be possible by these strange appliances to project a suitable chemical into any part of the body."

"Well here is the money you've been mentioning the far," said a rich uncle to his spendthrift nephew. "Use it wisely and remember that a fool and his money are soon parted." "I don't know about this," replied the young scapegrace. "I've been costing you more than a week for this."

VICTORIES IN CENTRAL AFRICA.

Reuter's Agency is informed that, having in view the personality and importance of the chiefs recently defeated by the British troops in Nyasaland, the results of the victories must be great and far reaching in the history of the protectorate. Mwasil, Kasungu, the chief who was defeated by the column under Lieut Edward Alston, occupied high country for some three or four days' march west of Kotakota on the west shore of Lake Nyasa. He was a very powerful chief. His father, who was known in his time as Mwasil, received Dr. Livingston at his town. His country is thickly populated. Kasungu has, for many years, been one of the great slave centres. It was a stopping place for slave caravans, and has been, for a long time, frequented by Arab traders. The country has a cold and healthy climate, and Kasungu Peak is a landmark of this high lying region, being visible from afar in all directions. Tumbula, one of the chiefs subsequently captured by Captain Stewart, and Lieutenant Alston, held a very strong position two days' inland from the lake. He was the strongest Yao settled on the Western shore, and was a thoroughly bad character. He was opposed to all European settlement and development, and was a notorious slave trader. His country is a broken one and most difficult to operate in. Mpmha, the third chief defeated, lived like Tumbula in a stockaded town close to the West shore of Lake Nyasa, and was as bitterly opposed as he to the spread of European influence. He was also a slave trader.

REMOVING THE "IRON GATES."

The blasting operations at the Iron Gates, on the lower Danube, are nearly finished, and it is expected that, by next September, the obstacles which have hitherto impeded navigation will have been removed. As soon as the channel has been cleared it will be possible for large ships to ascend the river as far as Vienna, and in Austro-Hungarian military circles the erection of suitable fortifications, for the protection of the waterway, will have to be taken into consideration. Although the rocks at the Iron Gates hindered traffic, they, at the same time, formed a natural barrier for hostile vessels. This barrier having now disappeared, measures will be taken not only to increase the existing flotilla of Danube monitors, but to strengthen it by the addition of a number of torpedo boats. In order to accommodate the latter, during the winter months, it is intended to construct a harbor at Buda Pesth, and, with that object in view, preliminary arrangements have already been made. It is anticipated that, at the next meeting of the Austro-Hungarian delegations, this subject will be discussed.—London Times.

THE MOTHS' CHEMISTRY.

It has always been a puzzle to the entomologists to know exactly how moths, especially those of the larger varieties, escape from the cocoon or chrysalis during the period of transformation from the grub or worm state to that of the perfect winged insect. Professor Oswald Leutner, a member of the London Entomological society, has been studying this cocoon-breaking habit of the moths, and in so doing has made a remarkable scientific discovery. The larvae to which the learned bug doctor gave most attention was that of the moth known as the Dierana Vinula. It has long been suspected that this specific of the "long-tailed moth" used some liquid to soften the cocoon when the proper time to emerge from it arrived, and Mr. Leutner's experiments have revealed the exact nature of the powerful solvent. In making his studies the professor opened up the cocoons spun by the insects and put the images in artificial silk bags with an opening at the end. When the time arrived for instinct to tell the imago to apply his solvent, the liquid escaped into the little glass tubes instead. The professor made careful analyses of this and found it to be a pure solution of caustic potash. This discovery is a new one in entomology. Caustic potash will destroy the human skin, and it is at least passing surmises that it should be distilled in an insect's mouth.—St. Louis Republic.

THE TEMPLE OF FAME.

Its Niches of Distinction in Greater Demand Than Ever.

According to Mr. Sidney Lee, editor of the "Dictionary of National Biography," says the London "Telegraph," the temple of fame will soon require to be considerably enlarged, for the percentage of people entitled to niches in it is steadily increasing. In the course of an excellent lecture on national biography which he delivered recently in the Royal Institution, he dwelt on the characteristics of merit that entitled a person to be mentioned in such a work, and the difficulty of appraising the proper dimensions. Personal research led him to estimate that from the year 1800 A. D. to the end of the present century 30,000 persons had achieved in this kingdom such meritorious distinction as to claim national biography's attention, that is to say, one in 5,000 of the adult population. Up to the end of the present century the ratio for adults seems to have been one in 6,250. In the eighteenth century the ratio for adults seems to have been one in 4,000, and now, 600 adults in the city of London are qualified for admission to a complete register of national biography, of whom twenty should be women.

The increase of the ratio of distinction in the present century is largely due to the multiplication of intellectual callings, the specialization of sciences and art, and the improvement of educational machinery. Mr. Lee's figures foreshadowing the time when everybody who speaks the English language will be so distinguished for something as to entitle him to or her to a place in the National Biography, and that work will attain proportions so vast that an extra planet may have to be hired from the solar system in which to store the names of the subjects whose biographies are brought up to date by recording angels.

PAVEMENTS MADE OF HAY.

Permission has been granted by the mayor of Baltimore to lay a sample of a new pavement, made of swamp hay, in order to test its durability and to ascertain whether it should be allowed to compete with asphalt and other paving materials. The material of which the paving blocks are made is swamp grass, which grows luxuriously in the salt marshes along the Atlantic coast. It grows very compactly in many places to a height of six or eight feet. It is cut at any time of the year, except when growing. Laborers mow and cut the hay, which falls into the boat as it is poled along slowly through the water. The material is then put up in bundles and cut into the proper length by a machine similar to the ordinary hay cutter, with which the boat is provided. It is afterwards subjected to a moderate pressure and made into blocks by a machine attached to the cutter, about 6 inches thick by 10 long and 20 wide. These are then fastened in the manner as hay is put up. Before the blocks are shipped from the factory to their destination they are treated with a preparation of "dead oil" and they are then ready to lay upon the street. The cost of putting down this pavement of the concrete foundation, is given at \$1.40 to \$1.70 per square yard. The cost will vary somewhat for surrounding conditions, the freight on the blocks, cost of labor and cost of crushed stone and other material for the foundation.

THE MORGUE OF ST. BERNARD.

"Stand clear," cried a voice, and a dozen dogs bounded from their kennels in the cellars and gambled about us, rolled delightedly says a writer in the Illustrated English Magazine) in a heap of last year's snow, and then stood round panting for encouragement. And the noble beasts went through the pantomime of rescuing him from a bed of snow, and the signs of recovery. The audience, chilled by the keen air, had all slunk away long before the pantomime was over, and so it came about that the peasant's remuneration came from my pocket. In gratitude for my assistance, he led me to understand by signs for his Italian patois was wholly unintelligible—that something of remarkable interest was to be seen if only I would follow him. He led me through the darkness of the night, up a steep, narrow, low white building. This Italian had then bent himself double till his face came upon level with the little cross-hatched window. He motioned me to do likewise. I bent. He then struck a match, and, thrusting it through the bars, encountered the flame to bare up in the thick air of that little chamber. I counted 25 poor dead creatures standing stiffly, as if in a ghastly white semicircle. For them there is no corruption. Frozen into stone-stone that never melts for ever in the company of any another. Death had tripped them up so suddenly that the poor things had not been even able to close their eyes, and they lay in a vacant attitude. As they looked at the moment of dissolution they were already looking to the next entry. Alongside this clean and wholesome charnel-house gaped a wide, not quite so dark, but deep and wide enough to contain some thousands of whitened bones, and a lost path.

A VEGETABLE SALAMANDER.

The Gardener's Chronicle gives some interesting details concerning a tree of Colombia which truly merits the name of vegetable salamander. This tree, the *Protococcus*, presents a remarkable power of resistance to fire. In the district of Rollin it is customary every year, during the dry season, to set fire to the plains to destroy all the dry weeds that, during the rains, might interfere with the growth of young and tender vegetation. This periodical conflagration naturally produces the most disastrous effects upon the trees, which gradually disappear, without being replaced, since it is difficult for an old tree to resist, and still more so for a young shoot of one or two years. A single tree forms an exception, and that is the one above mentioned—the *Rhopala*. Small, distasteful, and unpalatable, and being a wild and desolate appearance, this tree does not suffer from the fire, but derives profit therefrom. It gradually establishes itself in localities abandoned by other trees and installs itself therein. We have here a very typical case of the survival of the fittest. It alone capable of resisting fire, witnesses the disappearance of its rivals, and its more extended domain. Its resistance to fire is due to its bark. The external portion of the latter, more than half an inch thick, and formed of dead cells and fibres, acts like a protecting jacket with respect to the more central and living parts, and it is this that assures its triumph in its struggle for existence against fire.

A man who wanted to be facetious with the milkman has been measuring out his morning portion said: "Do you not charge extra for the water?" "Oh," replied the milkman, "the water is thrown in."

He popped to her upon his knees, And did his love declare, He thought to be upon his knees, For she was sitting there.



Thomas A. Johns.

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Free from Eruptions

as ever they were. My business, which is that of a cab-driver, requires me to be out in cold and wet weather, often without gloves, but the trouble has never returned.—THOMAS A. JOHNS, Stratford, Ont.

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Per steamer Charming from Vancouver—Wm. Wylie, S. Hayes, W. Tye, Mrs. Hatcher, Wm. Malloy, T. Stapleton, A. J. Hopkins, H. Brethour, Ed. Sherritt, J. Barker, D. Nicholson, B. Boyd, E. R. John, John Wallace, Col. Peters, W. S. Dickson, T. Hooper, Thos. Shotbald, John Hendry, John Bower, R. Collier, B. Springer, Mrs. C. A. Symons, E. Muriet, Rev. Dr. Reed, J. Holmes, Rev. J. E. Gardner, John Nelson. Per Walla Walla from San Francisco—H. Loesch, R. T. Robinson, F. Moody, Grace Duffield, Sadie Mason, C. Kloepfel, E. Hill, C. Morris, Miss Arthur, Miss Wey, F. Etesen, Mrs. F. B. McKenna and daughter, J. Henderson and wife, D. Venardi and wife.

CONSIGNEES.

Per City of Kingston from the Sound—J. H. Beeton & Co., J. F. Norris, John Meillon, Langley Co., Jas. Wright, B. C. Mills, E. F. Co. Yalo & Co., D. G. Given, E. J. Saunders, B. B. Oxley, Blackie & McKinnon, Speed Bros., Erskine W. & Co., F. Carne, D. H. Ross, Johns Bros., Madras Co., W. Rogers, Cunningham & H. C. A. Boss, D. H. Ross & Co., Chang Hung, Duck Chang, Dr. H. Law, E. G. Prior & Co., Erskine Wall & Co., F. H. Stewart, Foray Yuen, Fell & Co., F. Carne, H. B. Co., Horsely Gold M. Co., H. Tye & Co., J. Robertson, J. Barnaloy, J. McLean, J. A. Clearhouse, Kwong Hing Lung, Langley & Co., L. Dickinson, L. White & Co., Marvin & Tilton, Nicholas & Bennett, Osmond Skrine & Co., order notify Bank of B. C. (A. Garland), do (R. H. Jameson), Picher & Leiser, F. McQuade & Co., H. Baker & Son, Sederation Salmon Co., Spratt & Gray, Speed Bros., S. Leiser, The Province F. Co., E. N. Johnson & Co., Tel. W. Yalo F. Co., W. Wilson Bros., Victoria Phoenix Brew Co., W. Blair, W. H. Adams, Ying Lung, Cowan & S. J. Rogers, F. Gable & Co., C. S. Philip, Winch & Bower, Wells Fargo & Co.

TWO WITNESSES FROM WINDSOR.

James Sherwood and C. J. Curtis Cured of Nervousness and Indigestion by the Use of South American Nerveine—A. Kenedy Cures Gout Old and Young, Men and Women of Some of the Most Serious Maladies of Life.

The secret of the wonderful curative powers embodied in South American Nerveine is found in the fact that it cures at the nerve centres. From these flow the life blood that gives health, strength and effort to men and women. When these are deranged disease naturally and quickly follows. Thus it is that thousands of witnesses in all parts of Canada, some who have reached three score and ten, others in middle age, and again those who are mere children, tell how this medicine has cured them of indigestion, nervousness, general debility, derangement of the liver and like troubles.

To particularize: Mr. James Sherwood, of Windsor, Ont., has reached more than three score years and ten. He suffered terribly from nervous troubles and indigestion of a very complicated character. It looked as though he could not be cured, his age seemingly being a barrier. But he was recommended to try South American Nerveine, and did so. Of the result he says: "I consider it a splendid medicine, which has relieved me of much pain, built up my health, and has given me a much better appetite than I had before using it. I have so far used four bottles and still always keep it in my house."

Another witness from Windsor is Mr. C. J. Curtis, one of the wealthy yeomen of that district. He suffered from a general break up of the system, an outcome of a gripe. Almost everything was tried, but with no effect. As a last resort South American Nerveine was recommended, and of its results he says: "After taking one bottle I found very great benefit from it, my appetite improved wonderfully, and I felt my strength returning very fast. I purchased five bottles, but after taking only three out of the five I am feeling as newly well-to-day as I ever did, and I can attribute my restoration to health and strength solely to South American Nerveine."

With medicine as with doctors, there is a good deal that has to be taken on experiment. But in South American Nerveine no chances are taken. The language is none too strong, that it is an infallible and certain cure, particularly for indigestion and nervous troubles. For sale by Deau & Cryderman and Hall & Co.

ROYAL Baking Powder.

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Notice of Removal.

Lindley Cress, Barrister-at-Law has removed his office to the Temple Building, next Bank of British Columbia, Fort street, Victoria, B. C.

OREASE & CREASE, Barristers, Solicitors, Etc. Mar 11-1w

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Oh the snow, the beautiful snow. Is all very well when you're warm, you know. But with boots that are soaking, without overboots, is enough to make any one go on the blues. Oh, the wet, the horrible wet. DICK'S BOOTS you can wear without rubbers, you bet; With good oak-tanned leather they're solidly made— You'll get satisfaction, so don't be afraid.

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