THE WEEKLY WORLD.

THURSDAY, JANUARY 17.

TO COUNTRY CORRESPONDENTS.

The publishers of The World always welcome correspondence and especially so breezy items from the country. No contribution is so valuable or interesting as anything relating to any particular district in the Province. We, however, have to request that brevity be observed in every instance. Notwithstanding the immense quantity of reading matter appearing in our columns each week, fully one-half as much is omitted for want of space. Contributions not deemed acceptable, unless otherwise ordered, will not be returned. Parties desirous of acting as correspondents in localities not already represented will please address this office.

All correspondence should reach the office of publication not later than Monday or Tuesday to ensure publication in the week's issue.

Write only on one side of the paper and in as large and legible hand as possible, and, above all, remember that brevity is the soul of wit.

THE DOMINION ELECTIONS.

All the signs point to the fact that another session of the House will be held before the Government appeals to the people for a renewal of their confidence. Our Ottawa correspondent has always claimed that this would be the case, and for the sufficient reason that the new lists will be in readiness before Parliament dissolves. Nevertheless the forces are marshalling themselves for the fray and candidates are being selected in the various constituencies. Both parties are active and it is conceded that the Liberals were never better organized than now. They have been systematic in their work and in a number of the Provinces have the distinct advantage of being allied with the local administrations which will lend their efforts towards securing office for their friends. This holds good of Nova Scotia, Prince Edward Island, Ontario and Manitoba, and a large degree of New Brunswick, whose Premier, the Hon. A. G. Blair, intends entering the lists, in Westmoreland it is said. There is no doubt that the battalions under Mr. Laurier's generalship are hopeful of success, which is a great thing in any battle, and that they will make a desperate effort to reach the Treasury benches. Nevertheless, opposed to them is a powerful organization with its thousands of civil servants, and sustained by the manufacturers, trusts and combines. Money is essential to any campaign and that is just where the Liberals are handicapped, but no doubt the faithful will "whack up" as best they can and fill the party coffers. With little prospect of a fight for some months at least, the Ins and the outs should complete their organization and have no regrets to express when the cruel war is over. One invariably hears of after an election those most interested regretting weak places left undefended and mistakes that should not have occurred made; there ought to be no grounds of complaint on that head in this instance, since the time for preparation is ample.

A PROPHET OF EVIL.

Our junior representative in the Legislature is in a colicky mood—he sees nothing but discoloration in the azure sky. For him the sun has been covered, and he rather doubts whether the Spring, with its gentle breezes, will nurse them back to life again. Since his party failed to secure office, and he was left out in the cold, his every hope seems to be blighted, and despair stares him in the face. One pities him for the speech he made in the House yesterday, breathing the rankest kind of pessimism and predicting a long continuance of the present depression. Most people are of the opinion that we are on the eve of better times, and on the principle that it is always darkest before the dawn we are privileged to believe so, but in his vision bankruptcies are imminent and disaster certain. Under such circumstances we will excuse our readers if they do not glance over his address in another column, for on a bright day like this it is calculated to send a cold shiver through their frames, and to weave a veil over Nature's resplendent face. We do not know, nobody can tell, from the remarks he dropped whether he ascribes these dreadful conditions to the Government of the Hon. Theo. Davie, but it is not altogether unlikely that, brooding over his sorrows, the impression has come to him that the Premier and his colleagues are responsible for the blights he has conjured up to affright weak minds. Led on by the demon he glances into the future and the picture he observes is ghastly in its gruesomeness. He sees a possibility of the Hon. Wilfrid Laurier mounting the Treasury benches, and, woe is him, he cries, for British Columbia. The Liberals would play ducks and drakes with the Dominion, and even our subsidies would not be paid. The huge deficits rolled up by the present Administration—and of which by the way our morning contemporary fights shy—are nothing compared with the debt the wicked and incapable Grits would inflict upon our dear country. And Mr. McPherson and others of that ilk sat and listened in silence to such egregious nonsense! If they had any manhood in them they would resent such unfounded slurs upon a great political body in this land, which commands the esteem and confidence of a very large portion of the electorate. If our junior representative would devote more time to a discussion of the financial position of the Dominion, its ever decreasing revenue, and rapidly growing liabilities which it takes a vast loan to wipe out, and less to decrying the credit of the Province in which he lives and earns his bread, he might in turn rise above the level of the demagogue.

RAILWAY DEVELOPMENT.

This journal has always been in favor of opening up the country through the construction of railways and roads, to act as arteries for its trade and commerce. We hold that without these, rich and all as our country unquestionably is in its mineral, agricultural and timber resources, these will remain undeveloped and the Province will not prosper and advance as it otherwise would. We have encouraged and endorsed the action of the Administration in its railroad policy, believing it to be the only one any Government with enlightened conceptions of our requirements could pursue. The views of this journal as regards constructing such lines as would prove advantageous to the coast and other centres of business are so well known that it is needless here to repeat them. We hold that if the Province lends financial or other aid to the building of the iron horse, or other means of communication, the advantages to be derived therefrom should accrue to the people who helped to carry out such enterprises. In Kootenay a considerable sum has been expended in railroad construction. This we approved of, since without such means of locomotion that section cannot hope to attain to the importance its untold wealth is certain to accomplish for it. Now that the Nakusp & Slocan is in operation the mine owners find an outlet for their ores by way of that road, the Columbia river and the extension of the C. P. R. from Revelstoke south to Wigwam. At this season of the year it is necessary to resort to teaming over a portion of the line north of Arrow Lake not yet completed. This the Canadian Pacific railway is now doing, so that virtually there is no break from the place where the ore is put on board the cars in the Slocan mining district until it reaches the smelters either at Great Falls, Omaha, Tacoma, San Francisco or Denver. In a short time the big smelter at Pilot Bay, on the east shore of Kootenay lake, will be in operation, and to it, by way of Kaslo, considerable of the output in the vicinity will be sent. South of Nelson a large quantity of the ore will find its way into American channels by means of the Nelson & Fort Sheppard railway. This allows a choice of routes. A few days since we referred to the Red Mountain railway, pointing out, as we supposed to be the fact, that it would not be in the true interests of the Province. Such was our belief, but it appears that our conclusions were incorrect, that is if we are to believe the Nelson Tribune, which, by the way, has the bad habit of villifying everybody who does not see through its spectacles. For giving expression to our views we have been taken to task, in its usual gingerly style, by that journal, whilst the Miner—always gentlemanly—replies to our remarks in such a courteous way that we reproduce the article, as it gives a true version of the situation. It begins by remarking that: It would seem that our contemporary (meaning The World) is too far from the seat of war to know precisely what are the facts. It is not true that the railway company owns the townsite of Northport. That town is a wretchedly poor place, which has been going back steadily since its little boom two years ago and hardly a woodshed has been built there within the last 12 months, notwithstanding the transhipment there of all the ore from Trail Creek. How could it be otherwise? It is not a terminus of any railroad, but merely a way station on the S. F. & N. railway. How could the passage of freight through Northport be of benefit to it? If, as our contemporary states, every effort has been made within the last year to build it up, then the effort has been a miserable failure. The British Columbia towns said to be injured by the business Mr. Corbin has in hand are not specified. Unfortunately there is no town in this part of the country, though there may be soon if artificial restrictions are not imposed upon the trade of the district. What is the "natural channel" through British Columbia for the Rossland mines of Trail creek? Hitherto the bulk of the ore has gone out via Trail landing and by the Columbia river boats to Northport (a distance of 34 miles) and that, in the absence of a quicker and more direct route, is undoubtedly the best channel, because the ore has to go south to the smelter, and the sooner it starts south the better. Of course if the ore could be conveniently shipped by the same route and transferred to the cars at Waneta, B. C., instead of going to Northport we should prefer to see it go that way, although the advantage to the British Columbia settlement would be microscopic and transitory. If the railroad charter provides for their building a slip to the water's edge at that place they should certainly be compelled to do so, but if no such obligation is laid upon them why should they assume to meet the convenience of the boat company? It is simply foolish to talk of injury to British Columbia towns in this connection; the fact is that the construction of the Red Mountain railroad is an absolute necessity for the due development of British Columbia towns. The first consideration is to do the business of the camp, and as no other railroad has had the enterprise to go in there and reach out for it Mr. Corbin and his associates are well entitled to the tonnage they are the first to look for. The charter has been granted, and if, in the interest of the boat company, attempts are made to defeat the request for a short extension of time before commencing construction, the construction will be put in hand in due time before the expiration of the charter. Let us have fair play for all and no favoritism, especially when the latter acts in restraint of trade and the repression of a valuable industry. The antagonism between the boat company and Mr. Corbin is not a thing of yesterday; the latter's operations in this country, though of immense benefit to the community generally, tend to crowd out the former with their uncertain service and high freights, but we are free to admit that, however well endowed with the fortiter in re, Mr. Corbin has not admitted the suaviter in modo. He has taken no pains to conciliate his antagonists, but relying upon the correctness of his foresight and on the commercial value to this Province of his undertakings, he has taken his own line and continued to disregard the natural sensitiveness of those with whom he has come into competition. This is a tactical blunder and has had the worst effect. If the ore from the Trail mines has got to go to Northport, as appears inevitable from the absence of a competitive railroad route, the shorter the route the better, and therefore the new road to Northport from Rossland, a distance of 15 miles as compared with 34 miles by the river, should be opened as an alternative route, the use and non-use of which by the mine-owners should be determined by the question of dollars and cents and by no other consideration. Nor does it occur to our contemporary that if there were a copper matte or pyritic smelter in British Columbia at or near Trail Creek this controversy would not have arisen, nor would there be the same necessity for the Red Mountain railroad? What Provincial capital, then, will now step forward and honestly try to hold our own trade in our own Province by the erection of such a plant? The cost would be very small, the profit great. It could handle all the immense bodies of ore at Trail as well as others, and in conveying the latter to it the steamboat company might earn a great profit. That is the best way in which to build up and conserve the interests of the towns in British Columbia. If this is not done, then indeed nothing that we can do can prevent the realization of Mr. Corbin's distinct intention to erect such a smelter at Northport, to which not only the above named ores will be conveyed, but also those of the rich camp at Boundary, B. C. It will become an immense smelting point and it is then that Mr. Corbin's business will come in, hauling in supplies to the smelter and taking out matte. In the first instance we must have a customs smelter, but when the Trail mines are down 2,000 or 3,000 feet each mine will have its own reduction plant. The trivial interests of any particular corporation should be disregarded in comparison with the wider demands of legitimate business; an honorable jealousy of the latter will look ahead and anticipate and provide for the daily altering circumstances of a growing and thriving industry and not attempt to fetter in its inception by opposing the opening of cheap and convenient freight routes.

RICHES AND POVERTY.

A daughter of the Vanderbilts made her entrance into New York city one evening recently and received 148 bouquets, valued at $25,000. Mrs. Waldorf Astor's grave is to be carpeted with flowers at a cost of $40,000. And the unclothed, the hungry and the shelterless roam the streets and find relief in self-murder. Twenty-five thousand dollars to tickle the vanity of a girl whose forefathers did not possess so many cents; forty thousand dollars to cover the resting place of a lady who commingles with the dust from which she sprung—and hordes of destitute women and sobbing children without a morsel to eat. What a mockery! How much happier would the fair debutante be, granted that she possesses the true instincts of womanhood, if the $25,000 were distributed among the poor, and a blessing enter into her life; and how much more peacefully would the loved wife rest if she could know that homes barren with comfort shone with brightness under the magic influence of $40,000. Ah, this immense wealth and abject poverty are incompatible with our modern social conditions and the natural brood is socialism, nihilism and carnage. Twenty-five thousand dollars to provide blossoms that to-morrow will fade, and $40,000 to mark the place of a skeleton—and millions starving and bedless. Anarchy is stalking through the land, and the millionaires furnish it with subsistence.

FOR THE ANTIPODES.

A Party of Enterprising Canadians Bound for Australia.

There arrived in the city on Monday's express a number of ladies and gentlemen from Galt and Guelph, Ont., en route for the Australasian colonies, going hence by the ss. Miowera, which sails to-morrow morning. In the party, which is a jolly, intelligent and representative one, are J. C. Dietrich, Mrs. and Miss Dietrich, Robert MacGregor and Miss MacGregor, Robert Scott and Miss Scott, all of Galt; A. B. Petrie and Miss Petrie, of Guelph. Mr. Dietrich, is of the well-known saw manufacturing firm of Shurly & Dietrich, Galt, who e fame as manufacturers in their line is an enviable one. Wherever used their makes gives the best of satisfaction. But Mr. Dietrich does not confine his attention and talents to saw and steel manufacturing. He is a great lover of horses, and is a breeder of considerable note, especially in trotting stock. He does not farm extensively, but in his stables in Galt, at present, are to be found 65 animals in all, with Axland, No. 6693, a magnificent standard bred trotting stallion at the head. Mr. Dietrich has shipped horses of his breeding to all parts of the globe. It is doubtful if in the whole of Ontario there is to be found a better stud. He goes to the Antipodes on a business as well as a pleasure trip. If any man can push trade with our cousins he can. The firm is an old established one, and is, financially, amongst the strongest in the Birmingham of Canada.

Robert Scott, of the celebrated Victoria Wheel Works, Galt, an old established concern, enjoys the reputation of being one of the most successful manufacturers of hubs, spokes, etc., in the Dominion, and is immensely popular with the trade, and all with whom he is conversant. He takes with him a car load of his manufactures which are to be placed on the Australian market by himself. If a trade can be built up, Mr. Scott is the man to accomplish it.

Robert MacGregor is senior of the firm of MacGregor, Gourlay & Co., the renowned wood-working machinery manufacturers, of Galt. He likewise takes with him a car lot of his firm's manufacture. Mr. MacGregor is an excellent business man, full of energy, enterprise and capacity for hard work. His firm is regarded as a pioneer one, and employs a large number of skilled mechanics. Wherever used the machinery gives unqualified satisfaction. Mr. MacGregor will establish depots and agencies for the sale of his goods in the leading cities of Australia, and possibly New Zealand. There, as in Canada, once introduced and used an extensive market is certain.

A. B. Petrie, of Guelph, is one of that city's oldest, ablest, wealthiest and most substantial business men. He has been a resident of Guelph for close upon 30 years, and by his industry, frugal and methodical ways in the conduct of his business, that of a wholesale and retail druggist, has succeeded in founding a trade which now brings him in handsome returns. His enterprise can be observed in the handsome business structures, owned and erected by him on Wyndham street, the leading thoroughfare in that city, as well as in his private residence, which is in fact a mansion. He takes a deep interest in everything tending to advance the prosperity of the place, in whose fortunes he has so large a share. In its monetary, benevolent and other kindred institutions he is largely occupied, and holds responsible offices and positions connected therewith. Mr. Petrie has repeatedly refused civic honors. He likewise took a prominent part in the formation of the Ontario College of Pharmacy, and at present occupies the position of its president.

If the mission of these gentlemen is a success, and we trust it will be, much good to the industries of this country will result. Every one having the good of this Canada of ours at heart will wish them the fullest measure of success. They expect to return early in May. The World trusts they will have a pleasant voyage. Capt. Stott never took under his charge a merrier party. It will not be his fault, or that of his fellow officers, if the trip is not a highly enjoyable one.

ASHFORD'S WOUND.

A World reporter spoke to Dr. Thomas, city medical health officer, in reference to the bullet wound in Ashford's ear. He considers the case a most remarkable one from all standpoints. When he was summoned to see Ashford he made a most careful examination. He found the scalp wound that had been made by one bullet, and the skull beneath it was certainly not fractured. There was a cut on and also below the ear. It was quite evident that this had not been made by a bullet, but that it was done by a fall or a stone. This wound was filled with hard dirt, and the doctor after washing this out sewed it up, and it shortly healed. Ashford then commenced to improve, and on Christmas Day he was cheerful, ate heartily and suggested that a bottle of claret would make his dinner go down better. There was no discharge from the ear, while the prisoner was here, but from a stiffness on one side of the head Dr. Thomas fancied that some injury had been done to the base of the brain. There was no means of ascertaining whether this was actually the fact or not. The only thing was to await developments. But what is considered by Dr. Thomas marvellous is that the prisoner has been at a bullet through his ear into his brain, and not only be comparatively rational a short time after, but live for some weeks. It is a matter for surgical scientists to ponder over.

PAT KAIN ON TRIAL.

The preliminary trial of Pat Kain, charged with the murder of Fi Maw, the Chinese market gardener on the Westminster road on Sept. 15th last, was continued this morning. S. S. Robb, of The World, testified to going to the scene of the murder with Coroner McGuigan, who swore him in as a coroner's constable. He described the finding of the body in the road and the finding of a bullet wound in the chest. He produced a small purse found in the dead man's pocket, which contained three coins and a paper marked with Chinese characters. He went on so told of noticing signs of a struggle and the marks as if horses had been pulled up suddenly at a place some distance from where the body was found. At this spot there were blood marks. A little further on there were more foot marks and more blood. He had also noticed the foot marks of a man running away along the Joyce road.

W. Matthews testified to having seen Kain and Lawrence Mooney together on 16th or 17th. He remembered Mooney speaking to him of the tragedy, but as the prisoner was not present evidence as to the conversation which could not be taken.

When the case was resumed this afternoon Mr. Boultbee for the defence said that he would put in no evidence. Kain, who had no statement to make, was committed for trial.

GOING TO CARIBOO.

On Sunday Miss Annie Newsom, sister of James and Will Newsom merchants of this city, will leave for Golden Cariboo, where she will take a position as resident governess in the house of John Boyd, of Cottonwood. The lady is a former governess, Miss Smith, was married a month or so ago, as was noted in The World at the time. Mr. Boyd is one of the most respected residents in that section, and a picture in his splendid farm appeared in the Cariboo edition of The World a couple of weeks ago. Miss Newsom is assured a comfortable home in the fullest sense, with the added pleasure of delightful companionship. Mr. Boyd is to be congratulated on having secured so cultured a young lady to direct the education and training of his children.

A PROSPEROUS LODGE.

D. D. G. M. Bro. G. Walsh, assisted by P. G. Bro. R. S. Cunningham, at the first meeting night in this month, installed the officers of Mission City lodge No. 32, I. O. O. F. The officers elected for the current term and installed were: N. G., A. York; P. N. G., R. S. Cunningham; Vice-Grand, H. B. French; R. S., A. N. York; P. S., F. Mills; Treas., H. Vollons; R.S.N.G., Dr. Underhill; L. S. N. G., D. McKay; R. S. V. G., I. Hunter; L. S. V. G., George Jual; wardens, N. A. Tresor, C. L. Lougheed; R. S. S., Geo. Fagart; L. S. S., H. Ross; I. G., Wm. McArthur; O. G., D. Smith; chaplain, A. S. Glover; representative to next Grand Lodge, Bro. R. S. Cunningham, P. N. G. Our correspondent writes that the lodge is in a very prosperous condition. Its membership comprises many of the leading and prominent citizens in and about Mission. A short time since it held its annual ball, and the proceeds therefrom netted quite a handsome sum. The regular weekly meetings are held each Saturday night in Oddfellows' hall, to which all sojourning brethren are cordially invited.

The Toronto Globe has leased a building on Richmond street and has ordered a plant. The paper will be issued from its new home in a few days.

A BROAD HINT.

Subscribers will observe that the subscription price to the Weekly World has been reduced to $1.50 per annum, and the payment in advance system has been rigidly adopted.

Subscribers who are in arrears still will do well to remit at once in order to save costs for collection, as all accounts in arrears are now being made out preparatory to being placed in the hands of solicitors for collection. A word to the wise is sufficient.

Does the above apply to you, dear reader? If so you know what to do—remit amount of your arrearages at once.

THE DOMINION CAPITAL.

GETTING READY FOR THE SESSION OF PARLIAMENT.

Advance in the Price of Wheat—The Lady Thompson Fund—Unsatisfactory Public Accounts—Stories About the Third Party.

From Our Own Correspondent.

Ottawa, Jan. 5.—The last honors have been paid by the country to the mortal remains of the man who, for an all too brief period, occupied the position of Premier of Canada. The gathering at Halifax this week was one of the most imposing, as well as solemn, sights which Canadians have ever witnessed. The special train which bore the invited guests from Ottawa to Halifax returned to-day, and members of Parliament and others who visited the Nova Scotia capital say that nothing was wanting in the last honor paid to Canada's late Premier. Everything in church and State was forthcoming to render solemnity and grandeur to the occasion. The representatives of the Empire, of all grades, were present, and no more fitting tribute to Sir John Thompson's work and worth could have been forthcoming.

In the midst of the funeral ceremonies the cruel news was sent abroad throughout Canada that the new Premier, Sir Mackenzie Bowell, was dying. It is impossible adequately to express the excitement which prevailed in Ottawa and elsewhere when the inquiries which went forward to Halifax in shoals it is easy to understand what a sensation the press report created. Conservatives realize that in Mr. Bowell they not only have a strong but a safe Premier, and no wonder that excitement was at fever heat when there seemed a prospect of another man having to be summoned to form a Government. Conservatives may well cherish the hope that it will be many years before the present Premier will be called upon to relinquish the reins of office.

Now that the Ministers are back in Ottawa again people may look forward to an early announcement of the meeting of Parliament. The impression hitherto has been that the first week in February would see Parliament in session, but it is altogether likely now that a later date may have to be chosen, as little or nothing has yet been done respecting the preparations for the meeting of the two Houses. The bill of fare which will be put into the hands of His Excellency will not likely be a startling one. Parliament is moribund, and about the only legislation which the coming session will see will be those measures which were dropped last year, notably the Insolvency bill. Even this latter measure may not be pressed, as there is considerable difference of opinion respecting the provisions of the Draft bill as it finally passed the Senate last year. There are those who are strongly opposed to the passage of an Insolvency bill, because they maintain that it has provisions in it which, if it furnishes means for insolvents to obtain a ready discharge, the provisions of the measure may be utilized to a considerable extent, and a record of insolvencies be produced which will not be creditable to speak of on the general election platform. Both sides are getting ready for the fray, and your readers may depend upon it that the coming session will be as lively one, as the Opposition will be anxious to make as much capital as they possibly can.

The record of the administration of the Intercolonial railway during the last three years has been a most gratifying one, and Hon. Mr. Haggart deserves all credit for the manner in which he has carried out the scheme which the present Premier, when acting Minister of Railways, devised for the cutting down of expenses. In the last year previous to Mr. Haggart's taking hold, the shortage was about half a million dollars. In the previous year, 1891, it had reached the enormous total of $684,946. Mr. Bowell, as Minister of Railways, prepared made a lengthy tour over the line in 1892 and devised a plan by which the gap could be stopped. Mr. Haggart without hesitancy carried out Mr. Bowell's project, and has done it without depreciating the character of the roadbed and rolling stock, while at the same time every possible economy has been practiced. In 1893 the excess of revenue over expenditure was $17,622, and for the year just closed $5,838. This may be considered but a small amount, but it is gratifying to know that the balance is on the right side. The volume of business on the railway has been fully maintained, the expenditure for locomotive power and car mileage being greater by $50,500 in 1894 than in 1893. The Intercolonial Railway and its franchise have cost Canada, in round numbers the tidy sum of $45,000,000. A year or two ago the proposition was mooted of handing the railway over to the Canadian Pacific railway. This was in view of the annual deficits, but now that expenditure and revenue have been made to meet it is not likely that the country will be disposed to part with the road except for a consideration, undoubtedly the Canadian Pacific Railway, if it succeeded in acquiring the road, would have made money out of it, but an energetic Minister of Railways has shown that in like manner the road can be made to pay under Government administration.

A couple of years ago, when Sir W. C. Van Horne tendered the advice to the farmers of the Northwest to hold on to their wheat, as the day for better prices would surely come, he was laughed at by a good many people. These wiseacres took the ground that as India, Russia, and Argentina were producing millions of bushels of wheat every year, and practically causing a glut on the market, there was little or no prospect of a rise in price. The farmers of the Northwest, who sold their past season's crop immediately after harvesting, at ruinous prices, must have experienced many regrets that they did not adopt the advice of the President of the C. P. R. Any surplus wheat that may be in the granaries of the Northwest is worth at least 12 cents a bushel more to the farmers than it was eight or ten weeks ago. If 15,000,000 bushels have been sold this year, this large quantity in the hands of the farmers today would have netted $1,500,000 more than they have obtained for it. Hereafter more of them will be inclined to heed to what Sir William has to say on a subject of this kind.

According to reports to hand from all parts of Canada a most gratifying response is being made to the appeal for subscriptions to the Lady Thompson testimonial fund. It is fully expected that before the fund closes, with the grant which it is proposed to ask Parliament to give, the total amount will have reached $100,000. It is expected that the Government will ask Parliament to vote $20,000 or $25,000 to Lady Thompson, and in view of the generous assurances of Oppositionists of influence like Mr. Laurier and Sir Richard Cartwright there will hardly be a dissenting voice in the House of Commons. It may be that the fund up to the present has not been quite as general as one would have hoped owing to the fact that many large donations have been given which may possibly have had a deterrent effect on those who would be disposed to contribute small amounts. Steps have been taken, however, in the different cities to obtain a general response to the Government's request, and in this way the total amount of the fund will be greatly enhanced.

The public accounts for the past fiscal year are not as satisfactory as those for several years past. They bear evidence that the depression in trade has had its effect upon the revenue. Trade is undoubtedly quiet at this time, imports have been reduced in volume, and the reduction of the customs duties in many lines of last session have all contributed to the falling off in the revenue. The deficit for the year is $1,210,200. It is interesting to observe the changes which are being made in miscellaneous expenditure. On all hands there are evidences of the pruning knife. The mounted police, which cost $883,000 six years ago has been reduced to $611,000. The number of men now employed in that force is far short of what it used to be. No new men are being enlisted, and only a few of the old men whose time has expired are being re-engaged. The expenditure on militia has been cut down by $132,000 while the expenditure upon the maintenance of Indians is $100,000 less than the average of the nine years 1883-91.

Immediately upon Mr. Bowell assuming the duties of Premier there was considerable speculation as to the course which Mr. McCarthy would take with regard to the new Government. Mr. McCarthy has lost no time in indicating the course he will pursue in Parliament. He says that the death of Sir John Thompson will make no difference in his attitude. He declares that he withdrew from the Conservative party on account of measures, not of men. This remark of his does not tally with what he said in his speech at Stayner immediately after the death of Sir John Macdonald. He then gave his reasons for abandoning his old political associates and his life-long political principles. Said he: "It is not so much a question of policy that has driven me out of the ranks. It is the first time since I have, been in public life that I have been ignored in the formation of a new Government. If I cannot be taken into the confidence of the councils of my party, it is time for me to assert my independence." Mr. McCarthy was very frank on this particular occasion and was pounded so strongly by his old political friends and associates that he quickly sought to find another reason; that was that he had been attacked by the chief Government organ, the Empire. Nobody believes that he is sincere in his latter statement; everybody believes that he was candid when he urged the first reason. Of course Mr. McCarthy has not been consulted about the formation of the Dewdney ministry and naturally he is aggrieved on that score. He occupies a somewhat anomalous position in Canadian public life, and it would not surprise many people if, after the next general elections he retired altogether from the political arena. A prominent politician yesterday, in the hearing of a number of gentlemen, again mentioned the curious story, which I believe has already been in print, that during the time, between the death of Sir John Macdonald and his funeral, when everybody was wondering who would be Premier, Mr. McCarthy, so it is said, waited upon Sir John Thompson and informed him that he would be glad if Sir John would accept a portfolio in his (McCarthy's) Government, as he would undoubtedly be called upon by His Excellency to form a Ministry. The story goes that Sir John expressed his cordial appreciation of the signal honor which Mr. McCarthy proposed to confer upon him, but that he could give no pledges. If this story be correct it may have some bearing upon Mr. McCarthy's present peculiar position in Canadian politics. Certainly Sir John Thompson did not reciprocate Mr. McCarthy's offer. TYKE.

A SATISFACTORY SHOWING.

Pursuant to announcement a meeting of the electors of North Vancouver was held in the municipal offices, Homer street, on Saturday evening. A considerable number were present. J. C. Keith, reeve, was in the chair, the clerk of the municipality, F. Schofield acting as secretary. Councillors McCartney, Woodrow and Mayne were present. Reeve Keith, at considerable length, reviewed the history, progress and present condition of the municipality, its present financial position especially receiving attention. From the remarks made by Mr. Keith it is believed that North Vancouver is in a sound condition. He gave statistics as to the improvements which had been carried out there during the last three years, whereby there has close upon $70,000 had been expended on the construction of trunk and other roads, a substantial wharf and other necessary works. The bonded debt of the municipality amounted to about $100,000, to redeem which, and other amounts due, the fixed liabilities to meet interest and sinking fund required $6,600 a year. The total assessed value of the realty amounted to $1,100,000, and the rate levied on this was 1 per cent or 10 mills in the dollar, yielding sufficient to meet the sinking fund, pay the running expenses, and leave a considerable balance in hand to maintain the roads, bridges and culverts in efficient state of repair. He also mentioned the fact that the Government had granted a subsidy of $100 a month in aid of a ferry between North Vancouver and this city, since it had made the municipality and a grant of 70 acres of land on Seymour creek for cemetery and other purposes. The Provincial Government owned about one-fifth of the land in the municipality, and as it did not contribute any taxes, whilst it derived advantages from the improvements made, it was but fair that it should contribute its quota to the general revenue. In the course of his remarks Reeve Keith stated that the delinquent taxes now amounted to about $8,000, an asset which was considered to be a good one, but as a considerable number who had bought land from the Government had decided upon relinquishing their claim rather, it was safe to say that at least $1,000 of the amount would be lost to the municipality. Everything considered, he thought North Vancouver was in a better position financially than any other municipality in the Province.

Clerk Schofield, at the request of the reeve, made a few remarks. Reading from the accounts he showed the sums received and expended during the year, and the amount of the balance on hand after paying all liabilities for the year, as well as paying off an overdraft for the previous year. The balance on hand was close upon $400, which, with the sum due for delinquent taxes, amounted to close upon $8,500. He also referred to the assets of the municipality. Mr. Schofield's statements were considered to be very satisfactory by all present.

Councillors McCartney, Woodrow and Mayne then gave a brief account of their stewardship, which met with the approval of the electors present. All were in favor of retrenchment and economy.

Brief addresses were made by Dr. Carrall, Capt. McLeod, J. C. McLagan and Mr. Irwin, after which votes of thanks and approval of the conduct of the reeve and council were passed.

Reeve Keith intimated that he would not be a candidate for re-election, but that Dr. Carrall had been induced to stand for the office this year. His announcement was received with applause. Messrs. McCartney, Woodrow and Mayne intimated that they were in the field again for re-election, as was also Coun. May, who was not present. Dr. Carrall outlined the policy he intended pursuing, as did also the other gentlemen named as candidates. The meeting then adjourned.

THE NORTHERN MYSTERY.

Further particulars of the late Wm. McGarrie, whose dead body was found recently in a cabin at Shoosharte bay, have been received. He was a Michigan man by birth, and came out to this coast as a "sport." After knocking about California and New Mexico, narrowly escaping death at the hands of a lynching party, he came up to this Province. Some five or six years ago his shady tricks with the cards sent him a long sentence in the Provincial jail at Nanaimo, whence he made his escape after a short detention, never being recaptured. McGarrie was next heard of in Washington territory, living for a time among the Indians. He then went into the whisky smuggling business up north, residing on Hope Island, where he took up a fine ranch. The theory formed by McGarrie's friends in connection with his death is that he became involved in a quarrel with some of the whisky traders who frequently visited his store and was shot by them in revenge. The Indians were his sworn friends, and it is not thought probable that they would do him injury.

AGASSIZ NEWS.

Agassiz, Jan. 15.—The Oddfellows held their meeting on Saturday night and installed their officers for the coming quarter.—D. Galbraith and bride returned from their honeymoon trip last week. We all wish them much joy. It looks as if some more of the boys will soon follow in his steps.—We had about a foot of snow, but it is disappearing fast.—Quite a nice dance was given in the Oddfellows' hall on Friday night last. About 35 couples attended.—No less than 10 new buildings went up this fall. The place is assuming a town-like appearance.—A good time was spent by some of the young people at Mrs. Dr. Farwell's on Monday night. Dancing and games were kept up until the small hours of the morning.—The arrivals at the Hotel Balmoral for the week are: C. H. Bacon, Whatcom; E. J. Bond, Hammond; G. F. Wilson, R. C. Laing, A. A. Storrs, P. M. Watson, F. Adamson, J. R. C. Deane, W. F. Adamson, J. S. Boles, Fred. Hill, W. Moresby and N. M. Gray, New Westminster; Fred Watzel, Chilliwack.

THE OLD AND THE NEW.

INTERESTING PROCEEDINGS AT THE CITY HALL.

The Mayor, Officials and the Press Cordially Thanked—The Standing Committees—Ald. McPhaiden's Successful Remonstrance.

The city council of 1894 met this morning for the last time. Mayor Anderson was a little late and Ald. Bethune took the chair for a time till the Mayor arrived. The only absences were Ald. Franklin and Salsbury. Annual reports were put in as follows:

WATER COMMITTEE.

Ald. W. Brown, chairman, presented the annual report of the Water Committee. It referred to the good service that had been given during the year, the improvements made to the dam and the road up the Capilano and the repairs to the submerged mains. Two new dolphins have been put in to protect the mains and the route for a new one submerged by the diver. The number of hydrants has been increased to 200, giving increased protection from fire, the number at the taking over of the works by the city, being 60. The mains have been extended to the extent of 19,250 feet. There have been 258 services put in during the year, making the total number 2,600, an increase of about 1,200 since the city's control of the works. A reduction of 20 per cent. has been made in the rates to prompt paying subscribers, and meter rates have also been reduced. For the year $45,545.84 has been received from patrons and $16,019 worth of water has been supplied. The committee favored a change in rates and assessments so that users will not be asked to pay for water supplied for purposes that are other than general good. Credit was given the employes for their promptness and ability, and regret was expressed at the death of foreman Charles Macauley.

The following is the water supplied for public use, but not charged:—

Sugar Refinery	$8,475.00
200 hydrants at $30 per annum	7,600.00
Water for flush tanks	2,034.00
Street watering	1,000.00
Water for fountains	48.00
" Park	120.00
" City Hospital	60.00
" Isolation Hospital	36.00
" City Hall	24.00
" Fire Halls, No. 1, 2 and 3	126.00
" Crematory	24.00
" Pound	12.00
" Market	24.00
	$16,629.00

The following is a statement of revenue and expenditure:—

Receipts from consumers	$42,857.56
Less rates for 1893	5,483.40
Total rates for 1894	$37,374.46
Due for 1894	$ 7,971.38
Water for the city	16,544.00
Sugar refinery	8,475.00
Total earning for 1894	$61,364.84
Interest on debentures	$30,600.00
Sinking fund	8 059.38
Operating expenses	14,046.64
Total expenses	$52,696.02

The expenditures on capital account amounted to $40,497.31.

FIRE AND LIGHT

This committee met 23 times during the year. Its expenditures totalled as follows:—

Fire department	$22,572.15
Street lighting	19,603.03
Total	$42,175.18

The appropriation amounted to $41,859.03. In the Fire department a Silsby steamer built by the B. C. Iron Works Co., at a cost of $385, has been put in Fire Hall No. 3. Saint Patrick's Division has been made to have all the firemen insured without any expense to the city.

The contract for an electric lighting plant was awarded provisionally to the B. C. Iron Works Co. for $59,884. The site was provisionally selected for $7,500 on Westminster avenue and Prior street. The matter is now before the courts on an appeal against the validity of the by-law.

The number of alarms attended by the Fire department was 59, with an estimated loss of $15,893.78, as against 46 alarms and a loss of $36,900 for 1893. The salaries in this committee's charge amounted to $15,546.75, the sum appropriated being $15,775.00. For street lighting $19,338 was appropriated, and $19,057 spent. The other expenses amounted to $7,297.40, making a total as stated above of $42,175.18.

BOARD OF WORKS.

The work on street improvements this year, according to the report of the Board of Works, was curtailed because of the lack of an appropriation at the beginning of the year. The principal work was done on Westminster avenue. To give work to men in need of it some streets were repaired with stones lying by the roadside, which were broken by hand. The cost of this was $467. Box drains were extended only where absolutely necessary, and a number of old drains have been repaired and cleaned out. The chain gang did $4,000 worth of work during the year. The report also referred to the delay in the paving contract and the laying of the blocks on Granville street. A new street sweeper has been ordered and the purchase of two sprinklers was recommended. It was also urged that steps be taken to provide work for the unemployed under the local improvement plan.

The appropriations and expenditures were as follows:—

Salaries	$ 7,000.00	$ 6,226.76
Stationery	400.00	288.67
Street cleaning	2,500.00	1,597.83
Street repairs	6,000.00	7,159.95
Street sprinkling	400.00	104.95
Bridge repairs	1,000.00	3,324.44
Sewer repairs	1,000.00	1,381.20
Contingent	5,000.00	1,475.26
Street improvements	31,745.32	17,585.66
Broken rock and delivery		27,594.66
Surface drains		2,133.62
Street sweeper	347.50	347.50
Clearing sub-division 185		385.00
Total	$ 55,393.32	$ 67,648.54

CAPITAL EXPENDITURE.

Sewers	$ 3,956.35
Block paving	2,293.33
Bituminous paving, Cordova street	169.90
Bituminous paving Hasting and Granville streets	32,174.64
Basement drains	6,087.59
Total	$44,631.81

Rebates allowed for permanent sidewalks which are included in street improvements amounted to $784.41. The following is a statement of street improvements done prior to 1894, and amount completed during the year in miles:—

	Prior to 1894	During 1894	Total to end of 1894.
Streets graded	72.14	.70	72.84
Streets planked	5.30		5.30
Streets macadamized	10.95		10.95
Streets macadamized	14.82	.73	15.57
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