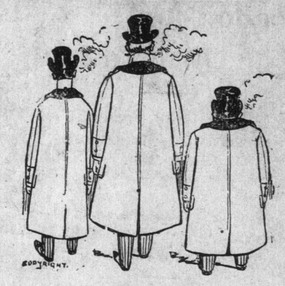
Stock Taking is done. The following lines to be cleared to make room for spring shipments.

Overcoats and Macintoshes : : : Half Price For Cash

100 Boys' Pea Jackets and Overcoats : : $1. each to clear.
200 Boys' School Suits : : : : : : : Half Price For Cash.

B. WILLIAMS & CO., Hatters and Clothiers, 68 and 70 YATES ST



Indignant Fire Fighters

City Council Will Investigate Appointment of McDougall as Sub-Chief.

Salaries and Expenses of the Police Force to be Reconsidered.

The important items of business before the city council last night were the police commissioners' estimates, correspondence, and a petition regarding the appointment of D. McDougall, third engineer of the fire department, to the assistant chiefship, and the consideration of tenders for water-pipes. The first of these was laid over, to be considered with the other estimates, some of the aldermen seeming to think that the total might be cut down without impairing the efficiency of the force.

The deposing of H. P. McDowell has evidently caused intense feeling among the members of the fire brigade, who were nearly all present to watch the trend of events. The matter is to be investigated.

The contract for water-pipes was awarded to Boyd, Burns & Co., of Vancouver, their tender being the lowest and strictly conforming to specification.

His Worship the Mayor, Aldermen Kinsman, Williams, Brydon, Beckwith, Stewart, Yates, Hall and Cooley were present.

COMMUNICATIONS.

Hon. J. D. Prentice, provincial secretary, notifying council of the appointment of license and police commissioners. Received and filed.

Hon. J. H. Turner, provincial treasurer, calling attention of council to the existence of an elaborate scheme of sewerage for the City prepared in 1891, approved by eminent sanitary engineers, and upon which the present satisfactory system is based. Laid on the table to be taken up later.

Francis Page, clerk to police commissioners, transmitting the following estimates:

Gentlemen:—Referring to my letter to you of the 16th ult., and your reply thereto under date of February 6, I am instructed by the board of police commissioners to inform you that the following amounts will be required during the year 1901 to cover salaries and other expenses necessary for the maintenance of an efficient police force for the city of Victoria, viz:—

	Total.
1 police magistrate, 12 mos at $150	$1,800
1 chief of police, 12 mos. at $125	1,500
3 sergeants 2 mos at $80	480
3 sergeants, 10 mos. at $85	2,550
2 detectives, 2 mos. at $70	280
2 detectives, 10 mos. at $75	1,500
14 constables, 2 mos. at $62.50	1,750
4 constables, 2 mos. at $57	456
18 constables, 10 mos. at $65	11,700
1 police court clerk, 2 mos. at $60	120
1 police court clerk, 10 mos. at $65	650
For providing barrack room and fittings	250
Additional cells to jail	1,000
Patrol wagon	425
Clothing	850
Keep of prisoners	3,000
Inquests and funerals	1,000
Interpreters	150
Hacks and express wagons	50
Fuel and light	1,000
Sundries	500
Total	$31,015

FRANCIS PAGE, Clerk.

Ald. Stewart, seconded by Ald. Williams, moved that the amount be included in the estimates.

Ald. Yates moved in amendment that the communication be laid over, to be considered with the estimates.

His Worship did not see the object of delaying the matter for further consideration, as the police commissioners had power to fix salaries and other items.

Ald. Stewart made an explanation of the action of the police commissioners, which was called for by the neccesity of maintaining an efficient police force.

Ald. Brydon considered that the commissioners should have weighed the matter more carefully before increasing the expenses.

The motion was then adopted.

Anbrew Gray, Marine Iron Works, asking for extension of time on his contract for pipes. Laid on the table.

Mr. Humphrey, Superintendant of work at Clover Point rifle range, explaining the causes of closing the road at that point, and throwing the blame on the city.

Ald. Hall said that he was blameless as park chairman for the spoiling of the sea-front road, which had been blocked up by the Dominion government contractors for the proposed extended rifle range. He thought it was a shame that one of the most picturesque drives along the sea-front had been closed up.

It was decided to file the letter and notify Mr. Humphrey that the city was not in possession of the property until very recently, and therefore could not construct the new road.

J. R. Wescott, complaining of cattle trespassing on his property at Spring Ridge, and asking the city to protect him from further damage and annoyance.

Laid on the table, to be considered with the codification of the by-laws, as it was deemed advisable that new regulations should be made for dairies within the city limits.

City clerk, reciting a number of communications, regarding local improvements, referred by him to the city engineer.

THE FIRE BRIGADE TROUBLE.

The following letters and petition were then read:

Gentlemen:—I beg leave to enclose herewith copy of a letter from the chief of the Victoria Fire Department acquainting me with the fact that I have been superseded in my position of assistant chief of the fire department by the appointment of Mr. McDougall, etc.

Now, gentlemen, I would respectfully draw your attention to the fact that some years ago I was appointed to the above office by the Mayor and Board of Aldermen of this city, having previously held various positions in the department for many years.

Some little time ago, Chief Deasy informed me that he proposed to recommend that the office of assistant chief should be made permanent, and I thereupon intimated to him that I was prepared to continue my services in the same according to the proposed arrangement. I now find that my claims to the position have been passed over, and that it is proposed to put Mr. McDougall into my place and retrograde me to that of "Senior Foreman" of the department.

In conclusion, gentlemen, in view of upwards of twenty years' service in various capacities in the department, I would beg leave to enter my protest against such treatment (which I feel sure has not, so far received your sanction,) and I would therefore respectfully ask for a full investigation by the whole of your honorable body into the reasons why I have been degraded and Mr. McDougall—who showed his incompetence at Bissinger's late fire—promoted over the heads of five men senior to him in the department, and I respectfully request that I may be reinstated in my former position of assistant chief, according to such arrangements as it may be deemed expedient to make in that beeaif.

H. P. McDOWELL.

H. P. McDowell, Esq., Victoria, B. C.:

Dear Sir:—I have the honor to inform position, to be filled by an officer who shall give his entire time and attention to the duties of the office.

In order to carry out the recommendation made by me without additional expense it has also been decided to place one of the permanent engineers in the position, and Engineer D. McDougall has been selected.

The office of senior foreman will be retained by you at the same salary that you are now receiving.

THOS. DEASY, Chief.

Gentlemen:—We, the undersigned members of the Victoria Fire Department desire to call your attention to what we consider to be a grievous injustice done to our former assistant chief, H. P. McDowell.

We have been notified that the third engineer, D. McDougall, who has not the qualification or the ability to fill the position, has been appointed assistant chief over the heads of his seniors, and H. P. McDowell, who is a thoroughly capable and efficient officer, and who has held the position for a number of years, has been reduced to the rank of foreman for no apparent reason or excuse. Mr. McDowell has demonstrated on various occasions, when given charge of the department during the chief's absence from the city, his ability to handle the position with great credit, and who commands the entire confidence and respect of the department.

We might also mention in this connection one incident, being the recent fire in Pendray's cabins on Humboldt street, which has been declared by well known ratepayers to have been one of the best handled fires in the history of the city.

Furthermore, heretofore, members of the department who have devoted long years of service to the department have been able to look forward to well deserved promotion, but if the action of the council as in this case is carried out, it would be the means of decreasing the efficiency of the department, by reason of its best members not caring to remain when no encouragement is offered.

In conclusion, we would urgently request that this matter be given the consideration of the whole council, if your honorable body thinks it deserves recognition.

All of which is respectfully submitted.

The communication was signed by W. P. Smith, T. Watson, W. Duncan, L. Oliver, Charles Palmer, J. Manton, E. W. Gray, J. Garder, R. C. Wood, P. K. Bradley, Geo. Lund, J. F. Sprinkling, G. G. Mittalstate, H. J. Baker, A. J. Arnason, A. Kinsey, W. W. Wilson, V. Hitchcock, Geo. E. Moss, T. H. Hodges, W. A. Sprinkling, E. Pedersen, F. Shepherd, R. Murrant, H. Becker, D. S. Mowat.

Ald. Yates, seconded by Ald. Cooley, moved that the prayer of the foregoing petition be granted.

Ald. Kinsman considered the request a reasonable one.

Ald. Brydon also favored an investigation.

Ald. Stewart said the fire wardens had power to make such changes as they deemed fit. He was averse to an investigation. He explained that the assistant chief heretofore had been a call man, and it was found necessary to appoint some one who could give his whole time to the office, hence the appointment of one of the engineers who had been for ten years a permanent fireman. McDowell wanted $80 a month to give all his time to the work. An investigation would only result in a lot of useless recrimination between the two men and their friends. McDowell remains practically in the same position and with the same salary. He moved that the matter be referred back to the fire wardens.

The amendment was not seconded, and the motion was carried.

STREET NAMES.

The city engineer reported as follows regarding the readjustment of street names:

Gentlemen:—In compliance with instructions received, I have the honor to submit the following report re adjustment of the names of certain streets, citing those cases in the names of said streets, which in my opinion is liable to cause confusion on account of duplication of names, etc.

1. Katherine street, along Beacon Hill Park and Catherine street, Victoria West.
2. Fort street and Cadboro Bay road, running in one continuous street.
3. Putnam street, Bodwell street and Grant street all in same line.
4. Vining street and Milne street, in same line.
5. Alfred street, with jog at Chambers street (could make two separate streets.)
6. Pioneer street and North Park street in same line.
7. Chatham street, with jog at Blanchard street and Chatham street and Caledonia avenue, from Blanchard to Chambers, in same line.
8. Pembroke avenue, South road, North Pembroke street and Devonshire road, in same line.
9. North road, Denman street and William street, in same line.
10. Bay street and Edmonton road, in same line.
11. Charles street running south from Edmonton road and St. Charles street, from Cadboro Bay road to Fairfield road, with jog at Belcher street.
12. Henry street, Hillside avenue and Lansdowne road, in one continous street.
13. Andrew street, running south from Garbally road, and Andrew street, Victoria West.
14. First, Second, Third, Fourth and Fifth streets, Work Estate, and streets in block 25, near Jubilee hospital, similarly named.
15.—Belcher street and Rockland avenue in one continuous street.
16. George street, between Johnson and Pandora avenue, in line with Chambers street, George street, running easterly from Moss street, and St. George street, running south from Cadboro Bay road.
17. Myrtle street, running south from Snowden street, and Myrtle avenue, in Oaklands Estate.
18. Henry street, Victoria West, and Henry street, Rock Bay.
19. Frederick street, Victoria West, and Frederick street, between Quadra and Cook.
20. James street, Victoria West, and St. James street, between Oswego and Rendall.
21. Elford street, running north from Cadboro Bay road, and Elford street, running south from Lillian road, towards Foul Bay.
22. Lewis street, running north from Dallas road, and Lewis street, running south from Fairfield road to Ross Bay.
23. Turner street, from Work street to David street, and South Turner street, from Simcoe street to Dallas road.
24. Princess avenue, from Government street easterly, and Princess street, from Michigan street to Toronto street.
25. South Park street, easterly from McClure, North Park street, westerly from Chambers and Park road, southerly from Humboldt street.
26. Bay street from Rock Bay easterly; Bay street, Lime Bay, and Bay terrace, West Bay to Dunsmuir street.
27. Adelaide street from Lansdowne road to Hamilton road, Adelaide street from Snowden to Bushby streets.
28. Oak street and Oak Bay avenue.
29. Beechy street, Labouchere street and Fairfield road in one continuous street.
30. Collinson street and Franklin street in one continuous street.
31. With regard to changing the name of Cook street to "Queen Victoria avenue," I am of opinion that this as well as all the above is a matter to be decided by a special committee, which, I would respectfully recommend be appointed for the purpose.

C. H. TOPP, City Engineer.

TENDERS OPENED.

The time for receiving tenders for the supply of water-pipe having expired, the Mayor proceeded to open the following tenders:

Robert Ward & Co.—12-inch pipe, $51.25 per ton of 2,240 lbs; 6-inch and 4-inch, $55.20 per ton.

Canada Foundry Co., Vancouver.—4-inch, $54 per gross ton; larger sizes, $53.

James Robertson & Co., Vancouver—4, 6, 12-inch, $46.40 per ton of 2,240 lbs. This includes wharfage at 50c. per ton.

Railway & Steel Supply Co., Portland, Ore.—6-inch and 12-inch, $35.84; 4-inch, $36.96. Exclusive of duty and wharfage.

Marine Iron Works, Victoria—12, 6 and 4-inch, $50.25.

Boyd, Burns & Co., Vancouver—12, 6 and 4-inch, $44.74.

Oregon Steel Co., Portland—12, 6, 4-inch, $48.32. Duty paid.

Walter S. Fraser, Victoria, 12 and 6-inch, $47.76; 4-inch, $48.83.

George A. Walkem, Vancouver, 12, 6 and 4-inch, $48.70.

Boyd, Burns & Co.'s tender, being the lowest, was accepted.

PETITIONS.

Residents of Gorge road, asking for certain improvements to sidewalks. Referred to street committee.

Hon. William Templeman and others, asking that a by-law be enacted permitting the use of voting machines at municipal elections. Referred to legislative committee.

REPORTS.

Cemetery committee, requesting more time to consider question of buying additional grounds adjoining the cemetery. Received and filed.

Finance committee recommending payment of sundry accounts aggregating $1,586.72. Adopted.

MOTIONS.

Ald. Brydon's motion to appoint a committee to consult with the city engineer on the question of sewerage was then taken up and adopted, Ald. Beckwith suggesting that the scavenging of the city be considered at the same time.

Ald. Yates, Brydon and Cooley were named as the special committee on sewerage, to which Hon. J. H. Turner's letter and the subject was referred.

Ald. Williams' by-law to provide for the early closing of retail boot and shoe stores was read a first time. Second reading was fixed for next Monday evening.

Council adjourned till Wednesday next at 8 o'clock, when the consolidation of the by-laws will be resumed.

A BIG REVENUE.

Skagway Paper Says the Liquor Permit System of Yukon Administration Is Fruitful Source of Graft.

The Skagway News says—"An idea of the magnitude of the Yukon liquor business for the past year and indirectly the amount of money spent by the people of the district in the saloons may be formed from the official report of Comptroller Lithgow in his statement to the Yukon council as to the probable income and expenditures for the remainder of the fiscal year.

"The permit system in vogue with the Yukon administration is one of the most fruitful sources of graft of the many available. No liquor is allowed to be entered into the territory except under a permit from Ottawa, which is only obtainable by those having the necessary 'pull' to accompany the cash required. None of the Dawson saloon men can secure these permits, and all of them are at the mercy of the people who have permits. That portion of the comptroller's report which deals with the subject is as follows:

"'Liquor permits, estimated, $145,000; received, $150,463.55. There is not likely to be any surplus in this revenue, although the amount estimated will be received.

"'Liquor licenses, estimated, $60,000; received, $39,025.34. It is possible that the difference, $21,000, will be received before June, but I think it hardly probable.'

"The liquor business seems to be the chief source of revenue in the Yukon, for, in addition to the permits and licenses, a large amount is expected from fines, which are chiefly derived through the same business. According to the comptroller, the amount estimated for fines was $40,000; received to December 31, $18,095. For December the amount received was $220. A deficit of $15,000 in this account is expected."

Warne-Nicholson.—A pretty home wedding took place yesterday at the residence of the bride's parents on Alderman road, Victoria West, when Louis Warne was united in marriage with Miss Alice Maude Nicholson, whose parents are well known and respected residents of the western suburbs. The marriage was solemnized by Rev. J. P. Hicks. Mr. A. E. Cave acted as best man and Miss Martha Nicholson, a sister of the bride, attended her. A number of handsome presents were received, attesting the popularity of the newly married couple. They will make their home in this city.

The Grant Has Returned

From Her Cruise Around Vancouver Island to Investigate Wreckage.

Full Particulars of What the Sea Has Thrown on the Coast.

The underwriters are beginning to get uneasy for the ship Ilala, also her owners, for yesterday cablegrams were received by the consignees of the ship in this city, Messrs. R. P. Rithet, asking for full particulars of the finding of the life buoy from her, of the direction of the wind, trend of current, etc., etc., and the English agents of the local firm have been making inquiries regarding the chartering of another vessel to bring a duplicate cargo, provided the Ilala is lost.

It is now thirteen days since the life buoy of the ship was picked up, and yet nothing has been heard of the ship. The revenue cutter Grant has returned from her cruise of investigation, and with the home-coming of Capt. T. G. Roberts, who was pilot of the revenue cutter on her voyage around the Island, full details of the finding of the buoy and of the location of other wreckage were obtained.

The life buoy of the Ilala was found by Capt. Tozier, of the Grant, hidden, on January 31, under the bed of the Indian at Uclulet. It had been there several days, and nobody was aware of it having been found, for the Indian had cached it. Capt. Tozier dragged it out, and took it on board the Grant, where it is now. There is no mistake about it having come from the Ilala, although the first two letters of the name are partially obliterated. About half of the lower portion of the "T" in gone and the angle part of the "L" is missing, but there is enough of both letters to make them legible, and with the perfect condition of the three last letters, there can be no mistake. It is "ILALA, Liverpool." The buoy was in good condition, and when picked up by the Indian, three days before, had not been in the water a week, probably not more than two days. If it had been two days adrift this would mean fifteen days from to-day, and yet there is no sign of the ship.

On the beach at Wreck Bay, some seven miles from Uclulet, a ship's hatch has come ashore, presumably from a large ship. It was marked "S. F.," meaning starboard-forward. At Clayoquot the Indians, when inquiries were made regarding wreckage, offered a story that they had seen a large ship go down; but this was set down as only a "siwash story." They said they had seen a ship some days before off Clayoquot, disabled and on her beam end. It was in the evening, and next morning, when they went out to look for it, they could see nothing of it. The story is not considered worth consideration.

There was wreckage of some kind all along the coast, lumber predominating. South of Kyuquot the lumber was mostly 4x4, but to the north of that point, there was 2x12, 2x6 and other sixes, piled up all along the beaches, and Indians were reaping a harvest. The Grant began finding wreckage the day after she left Victoria. On the 30th she called at Cla-oose and there Tom Daykin was seen. He told of the finding of a piece of teak, with the name Andrada carved in it, but not knowing of any vessel missing at that time, he had thrown it away, and said he would go and look for it. From there the cutter went to Uclulet, where the Ilala life buoy was found, and the ship's hatch and a bale of compressed hay, bound with seven heavy wires, were reported to have come ashore at Wreck Bay.

Thence the cutter proceeded to Clayoquot, where the story of the ship having "killipi" was told, and then on she went to Hesquiot, where Father Brabant reported that a ship's boat with holes in her had gone ashore on Estervan point. It was too rough to make a landing there, and the boat was not examined, but Father Brabant said there were no marks on it.

Father Brabant embarked on the cutter at Hesquoit, and she went on to Friendly Cove, in Nootka Sound. There was much lumber in Nootka Sound, but no other wreckage. Kyuquot was the next point of call, and there more wreckage was reported. Indians had picked up two oars, common ship's oars, some canned salmon, about a cose, the Indians said, but they could not produce it, for they had eaten it. They said the cans were not labeled. Some cans of preserved fruit also came ashore there and some packages of brooms and a great deal of lumber.

From Kyuquot the Grant went to Quatsino Sound, and there some patent hinges and a small drawer, with a front made of walnut with brass fittings, were found. This was in the possession of Mr. Lesson, the postmaster there. They told of a ship's boat come ashore to the north of the sound, and Indians who arrived there from a hunting trip to the north, told of a ship's house, or something like it, about twenty feet long, having come in from the sea. There were no marks on it, they said.

The Grant then went around the north of the Island, but made no calls, until getting around to Port Rupert, on the East Coast. While at Quatsino the officers attended a potlatch and dance. There were about 150 Indians and klootchmen in a big hut, with a big fire on which they had piled about a cord of wood, in the centre. The dancers did a "raven dance" that night, after which a large number of blankets were potlatched, some being given away whole, and others divided into small pieces. The dancers were stark naked, throwing off their blankets as they became more excited. The Indians were all sitting around the hut, and the scene was a great one. An engineer of the Grant took several flash light pictures.

There was a big potlatch also at Clayoquot, where the local Indians were entertaining the Kilsomats. The big affair, though, was at Alert Bay, where a daughter of the Kwakiutls was to be married on Friday to the son of the chief of the Fort Rupert Indians, and piles of blankets were heaped up in a big hut of the chief at Alert Bay. All were ready for the potlatch, and when the Fort Ruperts arrived on Friday the marriage was to be held and the celebrations begun.

Only the sealing schooners that were at Kyuquot have got away so far. At Hesquoit the Indians refuse to go out at all, but elsewhere as soon as the potlatches are over the schooners will get crews.

Esquimalt Falls in Line

Local Good Roads Association Formed at a Meeting at Colwood.

Questions Propounded By the President and Answered By Meeting.

Mr. John Jardine presided at a meeting of the Good Roads Association, held at the school house, Colwood, on Friday. The chairman opened the meeting by reading the circular issued by the president, F. J. Deane, also the report of the general meeting held at Victoria in December last. He then gave a very lucid explanation of the objects of the association and the great importance of good roads in the best interests of the whole province.

There was a fair attendance, Esquimalt, Metchosin, Goldstream, San Juan and Colwood being represented, the following being present: Messrs. John Fraser, L. O. Demers, C. A. Thomson, James Fair, Arthur Peatt, Charles Weir, John Foster, George Bezantson, J. J. Baird, Donald Fraser, George Webb, John Seacore, John Jardine and Joseph Shaw.

It was proposed by James Fair and seconded by John Foster, that a local association for the Esquimalt district be formed. This was carried.

Donald Fraser moved, seconded by John Seacore, that John Jardine be honorary president, James Fair president, John Foster vice-president, and Joseph Shaw secretary.

The constitution as adopted at Kamloops was read thoroughly discussed and accepted.

The fifteen questions relating generally to the value and importance of good roads and the work of the Good Roads Association, were next taken up and discussed seriatim, the answers to be sent to the Central Association, as requested. The decisions were most unanimous, and showed a knowledge and appreciation of their value.

Mr. J. J. Baird, of San Juan, was asked to speak. He gave a very forcible description of their difficulties and struggles, showing that he could not drive his team half a mile from his house on a good road; that they had neither church, school house or doctor, though they had some thirty settlers; that their charges for freight were excessive, and he asked for the support of the association to get the government to finish the road through from Victoria to San Juan, of which there remains some twenty miles out of the fifty-four to complete. It would open up 15,000 acres of good land, that would be immediately settled, and would repay the government within five years.

It was then proposed and seconded that a resolution be drawn up by the secretary, embodying Mr. Baird's statements, and that a deputation, composed of the presidents and secretary, wait upon the government to press upon them the necessity of carrying out this improvement as speedily as possible.

The meeting closed with a hearty vote of thanks to the chairman for his public spirit in advertising and calling the meeting.

The questions asked by the provincial association and the answers given by the meeting follow:

QUESTIONS.

1. In what way can the association most effectively awaken a general interest in regard to highway improvement among the people of this province?
2. What is the feeling in your district with regard to the necessity for an improvement in the condition of the highways?
3. Would it be of advantage to have speakers delegated by the provincial association to attend local meetings throughout the province?
4. To what extent and during what proportion of the year does the condition of the highways in your county materially obstruct traffic and interfere with the transaction of business, marketing of produce, etc.?
5. How does the present system of supervision and control of expenditure work in your district? Can you suggest any improvements?
6. What is the practice in your district with regard to the appointment of surveyors and roadmasters? Is a good selection made, are such appointments somewhat permanent or subject to frequent change?
7. What should be the duties of roadmasters? How are such duties usually performed?
8. Could the duties of roadmasters be formulated and set forth in a list of printed rules?
9. Could the location of any of the highways in your district be changed within reasonable limits so as to afford better drainage and easier grades by circumventing hills, avoiding bogs, etc.?
10. Has anything been done in your district to improve the roads by re-locating, so as to avoid hills, swamp-holes, or other parts that were difficult and expensive to keep in repair, and with what results?
11. What is your experience with regard to drainage or the need of it? What general rules or specifications, if any, could be laid down for the guidance of roadmasters as to surface drainage?
12. Are there any roads in your county subject to such traffic that it might be considered advisable and in the interest of true economy to thoroughly macadamize them according to the most approved specifications of modern road engineers? What means can be suggested for accomplishing permanent improvements of this kind?
13. How can more or less constant care of the principal highways be provided for? Great damage to roadways is often occasioned for want of a few minutes' or an hour's work at the right time—"a stitch in time saves nine."
14. To what extent is improved machinery used in your district? Could not the use of it be further extended with advantage?
15. How can damages to highways, caused wilfully, or by carelessness and excessive use, be prevented or remedied, such for instance as the washing of roads by obstruction of ditches and watercourses, or the hauling of very heavy loads on narrow tires?

ANSWERS.

1. Hold public meetings, get practical men to address them.
2. Urgent necessity exists for a general improvement.
3. Yes.
4. December and January.
5. Present conditions most unsatisfactory; easily greatly improved.
6. Surveyors elected by government, road masters by people; occasionally, annual.
7. Should have full power to employ and discharge their men; with a practical knowledge of road making; occasionally fair, generally poor.
8. No; conditions too various.
9. Yes.
10. Frequently with satisfactory results.
11. Yes, imperative; practical road master could decide.
12. Natural material generally abundant in this district.
13. Surveyors and road masters be empowered to put in the "stitch in time and save the nine."
14. None; now thought advisable.
15. Power to summon for damages.

MEMORIAL IN DENVER.

Sir:—Having read a very interesting account of a memorial service held in Monterey, Cal., in the Colonist as a further proof of the wonderful regard and affection which our late Queen Victoria inspired in the hearts of all the right and good people of the neighboring republic, it may be of interest if I quote from a letter received a few days ago from Denver Col., from a young Victorian at present sojourning there: "On February 2 I went to Denver to the memorial service, which was magnificent in grand solemnity and fitting surroundings. But to begin at the beginning. On Wednesday I wrote to Dean Hart that as an Englishman living at present in Colorado, I would consider it a great favor, if he would see that I received admission to the memorial service, to be held in his church for our beloved Queen, and on Friday morning along came two tickets which showed I had done the right thing. Accordingly, at noon, I went to Denver, arriving at 1 p.m., and proceeded to the church which is a considerable distance. However, I found it all right, with a tremendous crush in front of the only door that was open, and all the vacant seats except those reserved for the grandees and the societies (St. George's, Caledonian, British American and Columbian) were taken. So I saw that if I was going to see what I did not intend to miss, I had got to hustle. After waiting some time, the society men began to file in, and I naturally fell in line with them and proceeded as far as the inner door, where I was called on to show my badge, which, however, I could not do. But I was now in a fair way of getting in, and when the Caledonians came along I slipped in with them, but their seats were too far back to one side, and as I saw a good many people in one of the main side aisles near the front, I joined them and stood for some time listening to the soft, beautiful music and admiring the magnificence of the cathedral, draped in purple with here and there a touch of crape mingling with scarlet folds of the dear old flag. Until the bell began to toll, and amid the strains of Chopin's funeral march, the British consul, bearing the ensign, draped in black, entered the door of the church, being met about the centre by the clergy and choir. Suddenly the music ceased, and in the melodious intonation which seems so fitted to such an occasion came the words, 'I am the Resurrection and the Life, etc.' Slowly the procession moved up the aisle, first the consul, then the heads of the card, one second societies each bearing a flag with some suitable mourning. After the recitation of the beautiful opening verses of the burial service, there were some hymns of suitable choice. Then came the reading and the rest of the service. The church was decorated most appropriate and touching. But the climax of the service came in the singing of the hymn, 'Nearer, Home.' Some feeling description. And on the opening bars of the hymn, every, almost to the old familiar strains a great lump came in my throat, and looking up at the flag draped in black, I felt as if I could not sing. But you know what I mean, it is a subject I have not worthy of being known. I don't not sing very much. When we came out it was snowing, and it seemed as appropriate. I would dare to say that not a few left that hour with a thought that I had the great honor to be born a subject of a Queen who could inspire such a sentiment and a citizen of a country which held her such a sphere of respect. I suppose you have had similar accounts of Victoria. But I tell you, it is my solemn I will never forget. These are the words of the hymn.

Our Mail Order Department.

This is a special feature of our business. All orders are executed with care and promptness thus avoiding any mis takes.

All goods invoiced at the lowest possible price on day o. shipmen

Be sure to send enough money as it is an easy matter to return any sum that is over.

Our Terms—Cash With Order.

SATISFACTION GUARANTEED

Write for Prices.

DIXI H. ROSS & CO.

The Colonist Serial Story

"My Lady of Orange"

By H. C. Bailey.

A thrilling historical romance of the revolt of the Netherlands against the Spaniards

Look out for the opening chapters in the

Semi-Weekly Colonist

—ON—

Tuesday, February 19th.

WM. DODDS,

Florist, Etc.

DIRECT IMPORTER OF BULBS.

Tulips, Narcissus, Anemone, Ranunculus, and many other popular varieties for sale at reasonable prices at

207 Fort St., Victoria.

Provincial Auction Sale

—OF—

Pure Bred Live Stock

WITHOUT RESERVE.

The Dairymen's Association will offer for sale, Cattle, Sheep, Hogs and Poultry at New Westminster on Tuesday, March 12.

The Annual Meeting of the Association will be held on Wednesday, 13th March, at New Westminster.

Address by F. W. Hodson, Dominion Live Stock Commissioner and H. L. Blanchard, of Washington, U. S.

Reduced rates on steamers and railroads for stock and parties attending sale.

Catalogues will be issued next week.

G. H. HADWEN, Sec.-Treas.

Executors Sale of Lands.

In the Matter of the Estate of Gus Emil Johnson, deceased

—AND—

In the Matter of the Trustees and Executors Act and Amending Acts.

—AND—

In the Matter of the Creditors Trust Deeds and Amending Acts.

NOTICE is hereby given that sealed tenders will be received by the undersigned up to the 25th day of March, A.D., 1901, for the purchase of the following properties:

1st. That property known as the "Cargile House, or Hotel," situated upon Lot No. 1, Block 18 in the Town of Ashcroft, with all furniture, fittings, crockery, etc. used in connection with the said hotel. Also Lot No. 11, upon which is erected a stable used in connection with said hotel.

2nd. Lot No. 2, Block 18, in the said town of Ashcroft, upon which is erected a one and a half story building, the ground floor of which is composed of two stores and the upper part of which may be used as living rooms.

3rd. That property known as the "Grand Central Hotel," situate upon lots 5 and 6 in Block 18 in the Town of Ashcroft, with all the furniture, fittings, crockery, etc., used in connection with said hotel.

Separate tenders will be received for each of the above properties and must be accompanied by a deposit (cash) of 5 per cent. of purchase price. Highest or any tender not necessarily accepted.

JOHN J. CAMBRIDGE,
District Registrar, New Westminster.

For particulars apply to D. MURPHY, Barrister, Ashcroft, Solicitor for the Trustees herein.

IF YOU WISH TO ADVERTISE IN NEWSPAPERS
ANYWHERE AT ANYTIME
Call on or Write
E. C. DAKE'S ADVERTISING AGENCY
64 & 65 Merchants' Exchange
SAN FRANCISCO, CAL.