

WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office.
14th to 20th Nov., 1900.

The phenomenon due and mild spell of the past week was followed during this period by even more exceptional weather of an entirely different type. During the 14th, 15th and 16th the barometer continued to fall along the Coast in advance of an approaching extensive storm area from the Pacific. At the same time the barometer steadily rose and the temperature fell to zero over Cariboo and the Canadian Territories. The influence of the outflowing cold air from the mountains caused dense fogs and rains over the Gulf and Straits for two days previous to the actual arrival of the cold wave at the surface along the Coast. This occurred during the early hours of Saturday, 17th, accompanied by a widespread snowfall and high winds and gales from the north and east, the latter continuing until Monday, the 19th. Although only an inch of snow fell in Victoria, much greater amounts occurred over the northern portions of the Island; while on the Lower Mainland Vancouver reported 6 inches and New Westminster 7, which caused considerable inconvenience to local traffic.

After reaching the western shores of Vancouver Island on Sunday, this extensive storm, centre, being blocked in its further inland course by high barometric pressure over the mountains, slowly moved southward. This movement caused continued northerly winds and great cold in this vicinity, and a spreading southward of the cold wave and snow through the states of Washington and Oregon. By the 20th this storm had reached California, where it caused heavy general rains and high winds on the Coast.

During this week considerable snow fell over the western portions of the Territories and Montana, while the temperature in these districts, constantly below zero, fell to 30 below on the 20th. By the night of the 20th the barometer began to fall over the northern portion of the continent, and indications for a return to milder weather were apparent.

Victoria reported only 10 hours of bright sunshine, .42 inch of rain, and 1 inch of snow. The highest temperature was 52 on the 15th, and the lowest 24 on the 20th.

New Westminster reported 2.88 inches of rain, and 7 inches of snow, highest temperature was 48 on the 14th, and the lowest, 14, occurred on the 20th.

At Kamloops there was 24 inches of snow, highest temperature, 44, occurred on the 14th, and the lowest, 2 below, on the 20th.

Barkerville reports only a trace of snow, the highest temperature, 54, on the 14th, and the lowest was 12 below on the 19th and 20th.

Local News.

CLEANING UP OF CITY AND PROVINCIAL NEWS IN A CONDENSED FORM.

(From Tuesday's Daily.)
The remains of the late Charles W. Wilson, of New Westminster, arrived from San Francisco yesterday afternoon, and will be taken to the City of Vancouver tomorrow morning, and will be taken to the City of Vancouver tomorrow morning, and will be taken to the City of Vancouver tomorrow morning.

The death occurred yesterday of Edward Benjamin Rogers, at the family residence, No. 18 North Park street. The funeral will take place from the residence tomorrow afternoon.

The funeral of the late Mrs. Simpson, who died on the 22nd, will take place at 2.30 from the family residence, Cadboro Bay road. The services will be conducted by the Rev. Dr. Wilson, both at the Reformed Episcopal church and at the grave.

Lieut. Geo. Mason, R. N., of H. M. S. Phoenix, who was reported in yesterday's issue to be missing, has returned to duty, having been sighted by a patrol boat, and is now on his way to seek the assistance of the police in tracing the missing officer.

Curator Farnham, of the provincial museum, has had a visit from Prof. Huxford, at one time head of the Smithsonian Institute in Washington, but now director of the New York Zoological Park. The professor, who was in the West in search of specimens, left for the Mainland this morning.

A meeting is to be held at the board of trade rooms on Friday at 4.30 for the purpose of organizing the Victoria branch of the Good Roads Association. All interested in the work are invited. The meeting is being convened by D. R. Ker, district vice-president for Victoria of the B. C. Good Roads Association.

Among the souvenirs of the campaign in South Africa brought home by Sergt. Northcott was the company roll book of his brother non-com., Sergt. Scott, who fell in the famous charge at Paardeberg. The book was taken from Sergt. Scott's kit after the fight, and is a record to that date of the parades of the company.

The first of the series of lectures to be given before the Veterans' Association will be delivered on Friday evening next in the Pioneer Hall on Broad street. The first two to be delivered will be those already announced as being in preparation by Col. Wolfenden, and Dr. Potts on "A short history of the Royal Engineers in British Columbia from 1858 to 1883," and "The Chinese war of 1859-60," respectively.

Rev. Solomon Grever, recently pastor of the Metropolitan Methodist church, in this city, has been invited at the termination of his incumbency of the Grace church charge in Winnipeg, to become pastor of Sherbourne Street Methodist church, Toronto, one of the largest churches in the denomination. Rev. R. P. Bowes, of the Metropolitan church, Toronto, has been invited to succeed Mr. Grever in Winnipeg.

Contrary to expectation the city council did not deal with the Craigflower road by-law last evening. When the clock struck ten somebody rashly suggested that this rather familiar question be immediately tabled, but he was transfigured by a withering glance from the park commissioner, who, with much emphasis, and fine scorn, pointed out that the frididity of the atmosphere would not permit of so close a consideration of the matter as its importance

demand. This was the opinion of the majority, so the by-law was laid over. Ald. Hall last evening indicated that he was desirous of priming himself on this question, and the next session of the council should witness some magnificent examples of forensic oratory. The Victoria West contingent was not in attendance last evening, but they are following the question with characteristic assiduity.

The lecture by W. M. Brewer, M. E., before the Natural History Society last night, on the mineral resources of Vancouver and Texada Islands, was listened to with a great deal of attention and interest. Bishop Perrin and Hon. J. D. Prentice were elected members. The discussion which followed the lecture was participated in by Geologist Sutton, of the E. & N. railway and others, and a vote of thanks was tendered the lecturer.

The benefit concert given by the members of the A. O. U. W. last night in their hall on Yates street, in aid of Bro. John West, was a most successful affair, and netted a neat sum for the laudable object for which the affair was designed. One of the most pleasing features of the programme was a violin solo by Master Frank Armstrong, while the following numbers were also contributed: Vocal selection, Miss Scott; reading, Miss A. D. Cameron; vocal solo, Mr. Ives; recitation, Master Pennock; vocal trio, Mr. and Miss Kneeshaw; recitation, Mr. Corby; vocal solo, Mr. Corby; balancing act by Ches. Forester; mandolin selections, Citharæa; vocal solo, Miss Russell; vocal solo, Mr. Crane; step dance, Mr. O'Connor, of H. M. S. Warspite; vocal selection by Mr. Mills; comic song, Mr. Penfold; vocal solo, Rev. W. W. Barracough. Bantley's orchestra also assisted in the programme, while the piano was kindly loaned by Fletcher Bros.

(From Wednesday's Daily.)
The death is announced at Charleston, N. H., of Charles H. Hoyt, whose plays are so familiar to patrons of the theatre in Victoria.

While walking home on Monday night Robt. Mitchell fell on the icy sidewalk and fractured his leg. He was removed to the Jubilee hospital.

A quiet wedding took place in this city yesterday afternoon, the contracting parties being Mrs. M. L. Hogg, who arrived from San Francisco on the steamer Senator yesterday morning, and Max Levy, the Port Townsend shipping agent.

The receipts of the benefit entertainment given in Victoria West last night so far total up to \$128.50. This amount has been duly handed over to Mrs. Borgeson by Robert Russell, who had the management of the entertainment, and the former now wishes to express her thanks to all those who lent a helping hand.

The funeral of the late Edward Carter, the 7-year-old stepson of Wesley Harper, took place this afternoon from the family residence, 16 North Park street, at 2.15 o'clock, and from the St. Barnabas church at 2.30. The religious services were conducted by the Rev. Mr. Miller, both at the church and grave.

The present favorable weather will permit of the immediate execution of the various improvements recommended by the streets and bridges committee in their report to the city council last Monday evening. When the elements become more propitious, it is quite probable that among the work to be undertaken will be the reconstruction of the street, sidewalk repaving will also be instituted as soon as possible, while the other improvements will be carried out with the utmost dispatch.

Charles Le Lievre, proprietor of the Jubilee hotel, who was reported in yesterday's issue to be missing, has returned to duty, having been sighted by a patrol boat, and is now on his way to seek the assistance of the police in tracing the missing officer.

The death of Francis Joseph Oakden from pneumonia occurred at the vicinal Royal Jubilee hospital last evening. The deceased had been employed as book-keeper for that institution during the past year, and was highly respected by all who had the pleasure of his acquaintance. He was 38 years of age and a member of Court Columbia, No. 834, Canadian Order of Foresters. Before coming to Victoria he lived for a time at Kamloops. He was a native of England, where his mother, two sisters and a brother reside.

Owing to a certain degree of uncertainty regarding the attitude of Ald. Williams on the railway question, no interview with the city engineer, and one private of the regiment, which conferred the greatest number of decorations is Colonel, on December 15th, for which five Crosses were awarded, the captains taking their lead with two of their number being decorated. Next in Colono is Koorapuit, with four decorations, followed by Mafeking with three, and Elandsblaatje with two. Of the regiments, the Gordon Highlanders have gained five Crosses, the Royal Horse Artillery (Q Battery) four, the Protectorate Regiment three, 10th Hussars two, while the other regiments which have won this honor are the Rifle Brigade, 7th Field Battery, 96th Field Battery, the R. A. M. C., and the K. R. L. Corps, the 5th Dragoon Guards, the West Yorkshire, Lord Strathcona's Horse, 2nd York and Lancaster, and the Royal Engineers. Manchester Courier.

HEART DISEASE RELIEVED IN 30 MINUTES. Dr. Knewl's Cure for the Heart gives perfect relief in all cases of Organic or Sympathetic Heart Disease in 30 minutes, and speedily effects a cure. It is a perfect remedy for Palpitation, Shortness of Breath, Smothering Spells, Faints, and all other symptoms of a diseased Heart. One dose only. Sold by Deas & Hiscocks and Hall & Co.—S.

Smart Weed and Belladonna, combined with the other ingredients in the best Backache Plasters, make Carter's Backache Plasters the best in the market.

W. B. Charleston, of Vancouver, is a guest at the Driford.

electrician of the telephone company, Victoria, and Ethel Loren, second daughter of Wm. McKirrick, Kane street. The bridegroom was supported by Albert Marrett, and the bridesmaids were Helen McKirrick and Little Hazel, both the bride's sisters. The bride was very becomingly dressed in a tailor-made brown travelling dress. The bride and bridesmaids carried beautiful bouquets. The large number of guests testified to the popularity of the bride and bridegroom. The happy couple left by the morning boat to spend their honeymoon in the Sound cities.

(From Thursday's Daily.)
Rev. A. B. Winchester has accepted the call extended to him by Knox church, Toronto, and will leave in the near future for his new field of labor. His property on Kingston street has been purchased by T. B. Cusick.

A meeting of the committee having in charge the arrangements for the proposed agricultural and mineral exhibit in this city next year, is called for the city hall to-night. The meeting will commence promptly at 8 o'clock, and every member is urged to be present.

The frosty weather of the past two or three days furnished skaters with an opportunity to indulge in that pastime at Beacon Hill park yesterday. The ice, however, was very thin, and the skaters took an involuntary bath in Goodacre lake.

The city assessor's office will be kept open during each evening of next week from 6.30 to 8.30 p. m. for the purpose of receiving applications from householders desiring to register their property for the next city elections. The registered vote so far has been very small.

The chief instructor for the manual training school now being established in this city, H. Duane, is expected to arrive to-night. The other instructors, of whom there will be two, will arrive in the middle of December, and as Prof. Robertson explained the other evening, the school will be opened immediately after the Christmas holidays.

Harry Brennan and his two little sons will leave to-morrow evening for Belfast, Ireland, where the lads will be placed at school. From there Mr. Brennan will proceed direct to South Africa, where he will resume his duties as an inspector of locomotives for the Cape government railway, which runs from Capetown to Bulawayo. As will be remembered, he was one of the best known makers of the Boers, and he remained there until almost a month after the relief of that place in May, leaving about June 19th.

The Vancouver Island Mining and Realty Investment Agency, Limited, the advertisement for which appears in another column, is the latest organization to be formed to exploit the black sand of the West Coast. The new company, in which is merged that of J. F. Foulds & Co., will undertake work on four claims staked by Mr. Haykin, the light-house keeper, on the mainland, about 20 miles ago. The claims are located in Clatsop and pass taken from them encourage the hope that they will prove as rich as those at Week Bay.

The present favorable weather will permit of the immediate execution of the various improvements recommended by the streets and bridges committee in their report to the city council last Monday evening. When the elements become more propitious, it is quite probable that among the work to be undertaken will be the reconstruction of the street, sidewalk repaving will also be instituted as soon as possible, while the other improvements will be carried out with the utmost dispatch.

Charles Le Lievre, proprietor of the Jubilee hotel, who was reported in yesterday's issue to be missing, has returned to duty, having been sighted by a patrol boat, and is now on his way to seek the assistance of the police in tracing the missing officer.

VICTORIA CROSSES.

An analysis of the 25 Victoria Crosses which have so far been awarded as the result of the South African campaign, shows that the captains have won the lion's share of the decorations. Right on half past nine the brigades, who so gloriously won the Victoria Cross, and they are followed by four corporals and four sergeants, respectively. Three lieutenants, including the dead son of Lord Roberts, have also achieved the Cross "For Valor," and so have two of the early Christians. They were the victors of the one day, one troop leader, and one private of the regiment, which conferred the greatest number of decorations is Colonel, on December 15th, for which five Crosses were awarded, the captains taking their lead with two of their number being decorated. Next in Colono is Koorapuit, with four decorations, followed by Mafeking with three, and Elandsblaatje with two. Of the regiments, the Gordon Highlanders have gained five Crosses, the Royal Horse Artillery (Q Battery) four, the Protectorate Regiment three, 10th Hussars two, while the other regiments which have won this honor are the Rifle Brigade, 7th Field Battery, 96th Field Battery, the R. A. M. C., and the K. R. L. Corps, the 5th Dragoon Guards, the West Yorkshire, Lord Strathcona's Horse, 2nd York and Lancaster, and the Royal Engineers. Manchester Courier.

HEART DISEASE RELIEVED IN 30 MINUTES. Dr. Knewl's Cure for the Heart gives perfect relief in all cases of Organic or Sympathetic Heart Disease in 30 minutes, and speedily effects a cure. It is a perfect remedy for Palpitation, Shortness of Breath, Smothering Spells, Faints, and all other symptoms of a diseased Heart. One dose only. Sold by Deas & Hiscocks and Hall & Co.—S.

Smart Weed and Belladonna, combined with the other ingredients in the best Backache Plasters, make Carter's Backache Plasters the best in the market.

W. B. Charleston, of Vancouver, is a guest at the Driford.

LONGEVITY.

It has often been remarked that while nothing is so uncertain as the duration of any given human life, nothing is more certain than the aggregate of years which may be assigned to a group of one hundred persons or more at any particular age. The expectation of life at a given age, to use the actuarial phrase, is considerably, as might be expected, in different countries, and Englishmen may be surprised to learn that they are not the longest living among the white races. At the age of twenty an Englishman in average health may expect to live forty-two years, and any life office will grant him a policy based on that probability. The American's expectation is for a slightly longer period. On the other hand, a German lad of twenty can count upon little more than thirty-nine years and a half. It would seem, therefore, that the restlessness attributed to the American temperament does not necessarily conduce to the shortening of life, nor the composure of the German to its prolongation. Possibly the better feeding and clothing of Americans in the lower classes of the population is the principal cause of their longevity. Their position is, at any rate, maintained in later as well as in earlier years. The American who has reached sixty may look to complete fourteen years more, while the Britisher's expectation is only about thirteen years and ten months, and the German's as nearly as possible twelve months less. Both at twenty and at sixty the Frenchman's prospect is a little better than the German's and a little worse than the Englishman's.—The London Globe.

Along the Waterfront.

The Washington & Alaska Steamship Company announces that it proposes to place another fast steamer on the northern run next year, operating her in connection with the City of Seattle. They state that she will be a little larger than the City of Seattle, having accommodations for 175 first-class and 20 second-class passengers. They expect that she will average 18 knots an hour, and her arrangements are also being made to place the steamers Aberdeen and Ruth with two fast freight boats, of a speed of at least 12 knots per hour. The Pacific Coast Steamship Company will also have two new ships on the Alaskan route next year. A description of one of these has already been given.

Steamboat competition on the Chilkat river next spring will probably be keen. A former merchant of Skagway named Hardier says that early in the spring he will put out boats on the Chilkat and carry passengers and some freight on the new diggings on Bear and Clear creeks, which empty into the upper part of the river. These boats will be as specially constructed to meet conditions of great difficulty, and will be able to run up like a millrace and the craft will have to be of light draught, but high power. They will be about 40 feet in length. Mr. Hardier thinks that there will be a big rush to the new ground, and that he can carry a full load of passengers each trip with his outfit.

Steamer "Brink" while lying in winter quarters at Alton City, was burned to the water's edge on the 23rd of last month, and now lies a complete wreck on the beach where the conflagration occurred. Capt. A. McKersell, master of the vessel, has written to Collector Milne, informing him of the disaster, and the latter will write the vessel off the books, as soon as her owners appear before him. The "Brink" was a steamship, built at Bonnet, and registered here. She was 52 tons gross, and 33 tons net, and was operated and owned by the Alton Transportation Company. Her dimensions were: Keel 50 feet; beam, 15 feet; and depth of hold, 3 feet.

Manager R. S. Elliott, of the Canadian Development Company, said the other day that his company intended building three new steamers at White Horse this winter, and were seriously considering the advisability of building others for the Stewart river run. The vessels to be built at White Horse will be ready for service on the opening of navigation next spring.

ASIATIC COURAGE.

The Indo-Chinese are not soldiers, and as a rule have not the soldierly instincts, but the Burmese "dacoits," that is, "knapths," half pirates, half brigands, who so gloriously won the Victoria Cross, and they are followed by four corporals and four sergeants, respectively. Three lieutenants, including the dead son of Lord Roberts, have also achieved the Cross "For Valor," and so have two of the early Christians. They were the victors of the one day, one troop leader, and one private of the regiment, which conferred the greatest number of decorations is Colonel, on December 15th, for which five Crosses were awarded, the captains taking their lead with two of their number being decorated. Next in Colono is Koorapuit, with four decorations, followed by Mafeking with three, and Elandsblaatje with two. Of the regiments, the Gordon Highlanders have gained five Crosses, the Royal Horse Artillery (Q Battery) four, the Protectorate Regiment three, 10th Hussars two, while the other regiments which have won this honor are the Rifle Brigade, 7th Field Battery, 96th Field Battery, the R. A. M. C., and the K. R. L. Corps, the 5th Dragoon Guards, the West Yorkshire, Lord Strathcona's Horse, 2nd York and Lancaster, and the Royal Engineers. Manchester Courier.

HEART DISEASE RELIEVED IN 30 MINUTES. Dr. Knewl's Cure for the Heart gives perfect relief in all cases of Organic or Sympathetic Heart Disease in 30 minutes, and speedily effects a cure. It is a perfect remedy for Palpitation, Shortness of Breath, Smothering Spells, Faints, and all other symptoms of a diseased Heart. One dose only. Sold by Deas & Hiscocks and Hall & Co.—S.

Smart Weed and Belladonna, combined with the other ingredients in the best Backache Plasters, make Carter's Backache Plasters the best in the market.

W. B. Charleston, of Vancouver, is a guest at the Driford.

COMMUNICATIONS.

THE RAILWAY.

Sir:—When taking into consideration the numerous benefits to be derived by closer railway connection with the Mainland, I am at a loss to understand why any independent citizens interested in the welfare of Victoria should further hesitate in heartily supporting the present favorable opportunity which is being offered. One can easily understand the opposition from certain quarters, yet it would hardly be reasonable to expect the support of those who are deriving large benefits from service well known profitable monopolies; naturally they prefer leaving well alone, and will continue to do so, as long as Victorians are satisfied and content to pay tribute. As for the advantages of the scheme, I am inclined to think that the indirect benefits alone to be derived by the passing of the present railway by-law will more than repay the small annual subsidy asked for, leaving, as it were, all the benefits to be derived from the present proposed railway connection as a clear gain to the city. As yet I have not conversed with a single opponent of the scheme who is prepared to deny that the C. P. R. will have their cars running into the city first. If this should be the case, will our thanks be due to the C. P. R. for, I might ask, have the C. P. R. ever gone out of their way to advance the interests of Victoria? Or have they gone out of their way, over and over again, to give us the go by, both in the railway and Asiatic steamer service? Even now the Northern Pacific and Great Northern trans-Pacific steamers land our inward cargo at our wharves, while the C. P. R. carry all the Victoria-bound freight past our doors to Vancouver. I remember well when their late president, Sir Wm. Van Horne, stated at a prolonged meeting of the board of trade, on being asked for railway ferry service, that it was out of the question, and would cost more than the trade would warrant. Still we now hear of railway ferries connecting their line at Vancouver with Comox and Ladysmith, and if we pass this by-law, it will not be long before we hear of their connection with Victoria. The refrigerator car service alone is capable of extensive trade advantages to the island. Are we not better situated for deep sea fisheries than Vancouver? But how could this industry be conducted profitably on the island, unless shipments can be forwarded direct in refrigerator cars? Again, what is the reason for the number of wholesale merchants in the provision and produce business locating in Vancouver, and doing from there the bulk of the trade of Victoria and the whole province? Simply the fact that they have a great advantage, by being able to receive car lots of fruit, vegetables, butter, cheese, eggs, salt and smoked meats, which require protection from both heat and cold, together with prompt removal from refrigerator cars to proper storage, while the Victoria merchant's shipments would be subject to many days' delay during the removal from cars in Vancouver, before being carted here, in the meantime suffering all the losses by deterioration in value from heat in summer or frost in winter. Consider the single industry, which could be expanded extensively if facilities were offered for shipment free from damage by extra handling. Also the assistance the car ferry system would be to our mining industry, if ore could be removed in bulk instead of the present expensive process of having it bagged, sacked, and loaded on the island, the assistance in the case of timber, which would be a great advantage, and so on, and so on, to inspire the wanted confidence and speculative assistance of capitalists and others visiting our city.

SIDE-TRACKED VICTORIA.

Ladies are fully able to appreciate a "good bargain," and this, thank you, worthy mayor and judicious council, this city has at last secured. Therefore, ladies, look into the matter. If it is as stated, vote for it; if not, turn it down.

SIDE-TRACKED VICTORIA.

S. J. PATTS.

RAILWAY BY-LAW.

To the Ratepayers: Ladies and Gentlemen.—My attention has been called to a most queerly worded advertisement appearing in the Times and Colonist of recent issues.

I take it that any thinking body of men would be ashamed of putting their names to such a composition. I wish to draw your attention to it, and to have each one of you judge whether those for or against the by-law are treating you more fairly. I emphatically deny that we are trying to influence votes. We are laying the facts before you; good honest facts; which are perfectly patent to everyone with ordinary heads upon their shoulders. Upon these facts we rest our case. We are prepared to give you our reasons—sound, logical reasons—why you should cast your votes in favor of this by-law at the coming election, and we are certain you will do your duty by your chosen home, Victoria, and not forever keep her in her isolated position.

We are working for a transcontinental railway and to make Victoria the terminus of the Great Northern, whose vast system not only taps Canada from Montreal to Halifax, but also enters all the great centres of population in America. We are working to have Victoria advertised in the East as the capital of British Columbia. On the recent maps of the Great Northern and C. P. R. routes, Victoria appears as a little side-tracked town, without even a railway to sidetrack her, to tell the truth. How are incoming strangers ever to know of the home we have to offer them if we never make an effort to secure their attention? and how better can we do that than by using the great transcontinental roads to advertise our city? We have allowed it, after New Westminster? We have only to go as far as Vancouver to know how little your own city is known. I do not blame ex-President Van Horne one bit for threatening to make the great gray on our streets. It is enough to make any enterprising business man wash his hands of such a set of narrow-minded heads that cannot see the advantage which must accrue from a connection with the transcontinental roads.

And now we have offered to us another project as good. You know, ratepayers, how the croakers have always arisen, how each project which has been broached, the British Pacific, the Port Angeles, the De Courcy scheme, has been turned down firmly give our strongest support to this one, and in spite of those who to all they can to hold us back, let us launch ourselves upon the tide of prosperity at our doors; let us not stop after we have gained the Great Northern. Competition is the life of trade. We want connection with all the roads we can get, and we should never rest until we get them. In conclusion I defy the gentlemen who have pitted themselves against us to bring the scheme we have laid before you. They need not be alarmed about the backs, as I expect our private carriage will hold all the ladies antagonistic to the influence they do not think it is our seductive thought that even a wound of it is the logical failure of our attitude.

Yours for the cause,
GEORGINA S. KENT.

TO THE LADY RATEPAYERS OF THE CITY OF VICTORIA.

To the Editor:—Under the above heading an "ad." appeared in your last evening edition.

On behalf of the ladies mentioned I beg to say a few words, though I know they are fully able to take care of themselves. The "ad." on its face has a misleading first.

It is grossly insulting.
2nd. It is needlessly impertinent.
3rd. It is manifestly untrue.
It is insulting, inasmuch as it implies that the ladies in question are endeavoring to obtain support for a scheme which they know is "bogus" and should not be placed before you.

It is impertinent, inasmuch as the ladies' names have been called in question without their being consulted, and a presumed alliance is suggested in a "note" by the paltry plan of securing ALL THE "HACKS" in the city. If the ladies of Victoria could be bullied by such a plan, Can't they walk? How feeble they must be in the estimation of the advertisers, have suddenly become.

It is needlessly impertinent, as anyone who knows the full details of the railway by-law can see at a glance, while the statements come in, and the ladies in question are not banded together to influence votes. They state "truth" and ask you to judge for yourselves.

THE RETAIL MARKETS.

Corn Takes an Unexpected Decline—Australian Mutton Supplements Local Supply.

For the first time in many months the corn market has taken a turn, and fortunately on the right side for the consumer. It has depreciated at least a dollar a ton, which would indicate that the big markets of the States are being replenished to a bountiful extent by the new grain. This is a feature of the grain market ap preciable to the retailer and the who buys for feed, for when prices run high corn is being more largely used even as a substitute. It is also a safe speculation for the merchant. The four situation is unchanged, and the only other notable feature of the market this week is the fact that the Australian mutton is now being used to supplement the local supply of that article. It is being sold at current prices, and is of a fine quality.

The cold weather of the past week has had the effect of lessening the supply of fresh mutton, and as yet the local supply is not sufficient to meet the demand.

Hay (baled), per ton..... 14.00/16.00
Straw, per bale..... 0.40/0.50
Middling, per ton..... 20.00/22.00
Brass, per ton..... 20.00/22.00
Ground-feed, per ton..... 20.00/22.00

Potatoes, per 100 lbs..... 2.50
Do. (Ashcroft), per 100 lbs..... 1.25
Cabbage, per lb..... 1.00
Onion, per head..... 0.50
Carrots, per lb..... 0.25
Tomatoes, per lb..... 0.50
Turnips, per lb..... 0.50

Salmon (smoked), per lb..... 15
Hams (American), per lb..... 12 1/2
Shrimps, per lb..... 100
Apples, per lb..... 80
Hobart, per lb..... 10
Herring, per lb..... 10
Smelts, per lb..... 10
Blonders, per lb..... 12 1/2
Kippers, per lb..... 12 1/2
Oysters, Olympia, per pint..... 50
Farm Produce—

Eggs (Mantoba), per doz..... 20
Butter (Dewla Creamery)..... 250
Butter (Dewla Creamery)..... 250
Cheese (Canadian), per lb..... 180
Lard, per lb..... 15
Meats—

Hams (Canadian), per lb..... 170
Hams (American), per lb..... 160
Bacon (Canadian), per lb..... 160
Bacon (American), per lb..... 200
Bacon (rolled), per lb..... 120
Sausages (long clear), per lb..... 120
Sausages, per lb..... 80
Beef, per lb..... 100
Mutton, per lb..... 100
Veal, per lb..... 120
Pork, per lb..... 100

Cornucopians, each..... 1.00
Lemons (California), per doz..... 250
Lemons (small)..... 100
Peaches, per box..... 1.25/1.40
Grapes, per lb..... 25
Japanese Oranges, per box..... 1.00
Poultry—
Dressed fowl, per pair..... 1.25/1.50
Ducks, per pair..... 1.50
Dressed turkeys, per lb..... 200
Game—
Partridge, per lb..... 100
Duck, Mallard, per pair..... 750
Grouse, per pair..... 1.25

WHY HE MARRIED.

In the North of England, where rabbit conning is a very popular sport, swift, well-trained dogs often win large sums of money and local fame for their owners. An old Yorkshire collier, well known for his success in the coursing field, married his mate a year or two ago by marrying a decidedly ugly woman. In addition to this, he was generally considered a confirmed woman hater. "Why has he gone and got spoiled, lad, at thy age?" one of his cronies asked. "It's not much of a tale," he old man replied, earnestly, "of arover w'at 'at Beasey you' is no beauty, but that dog o' mine, 'e was simply plain for some 'un to look after 'im while I be away at a p't. I end me beir to leave 'im 'ouse by hissen, so I married Beasey. She ain't handsome, but she's mighty good company for the dog."—Chambers's Journal.