Weekly Colonist

FRIDAY, MARCH 30TH, 1888.

THROUGH TO VICTORIA!

Our Queen City and Wellington Bound in Loving Clasp by a Solid Band of Steel.

The First Train Crosses the Swing Bridge and Lands its Passengers at the Depot.

Hon. Robert Dunsmuir Presented with a Civic Address to Which He Neatly Replies.

The Capital en fete—Some of the Decorations—The President of the E. & N. Banquetted.

Yesterday was a red-letter day in Victoria's history—a day to be remembered by young and old alike for many years to come, as an era in the progress and development of the city—the arrival of the first regular passenger train at the actual terminus of the Esquimalt and Nanaimo railway.

The preparations made for celebrating this great event were commensurate with the importance of the occasion, and were carried out with a success highly to be commended upon the part of those who had the management of the details connected therewith. Everything worked with the smoothness and regularity of clockwork, not a hitch or accident of the slightest sort occurring to mar the success of the undertaking, the weather, even, being all that could be desired, and the day warm and balmy as in the middle of June. It was under such favorable circumstances, therefore, and amidst the rejoicings of the entire city that the formal opening of the Victoria railway depôt took place.

The day was observed throughout the city generally as a half-holiday, the public offices, schools and business houses closing in honor of the event, and the public turning out *en masse*. Flags of all nationalities streamed from flag-staffs, and the city presented a gala appearance. About 12:30 o'clock

THE PROCESSION

was formed on Douglas street in front of the city hall, Supt. Bloomfield and Deputy Sheriff Langley officiating as marshals. At one o'clock, all being in readiness, the procession started along Douglas street to Discovery, down Discovery street to Store street, and thence to the depôt, in the following order.

Marshals Bloomfield and Langley.
Military Band.
Tiger Steam Engine.
Members of the Fire Department with their hose carriage.
St. Andrew's and Caledonian Society in carriages.
Members of the British Columbia Pioneer Society.
Members of the St. George's Society.
Mayor Grant and Hon. Jno. Robson in four-horse carriage.
Carriages containing Hon. Dr. Helmcken, R. Ward, Esq., President of the Board of Trade; Ex-Mayor Drake and Wm. F. Bullen, Manager Albion Works.
Carriages containing City Councillors, City Clerk Robinson and Civic Officials.
Carriages containing Ex-Mayors.
Dominion Flag.
Queen City Band.
Employees Albion Iron Works.
Citizens.

The sidewalks along the line of route were thronged with sight-seers, ladies and children predominating. As the procession marched along to the inspiring music of the bands, the turn-out made quite a brilliant appearance. The bandmen in the van were attired in their military uniform, and looked well. Then came the members of the fire department with their engine and hose-carriage, and the boys looked really handsome, attired in red shirts, with helmets, belts, and white gloves. Their engine, horses, and hose-truck were beautifully decorated with flags, flowers, streamers, ribbons and evergreens, and formed one of the most pleasing and imposing sights in the procession, reflecting the greatest credit upon the decorators. The St. Andrew's and Caledonian Society was conspicuous by its fine banner, the members wearing medals and tartan badges. The members of the Pioneer and St. George's Societies were distinguishable by their society badges and medals, and following the carriages containing the mayor and councillors, civic officials, etc., came what was justly considered to be

THE FLOWER OF THE PROCESSION,

the employees of the Albion Iron Works, headed by the Dominion flag and the Queen City Band. The men turned out in a body, decorated with red silk badges, and their fine stalwart appearance was the universal theme of comment. A better looking body of men have never been seen on the streets of Victoria, and as they marched along two and two, straight, upright, and the picture of health and strength, they won many smiles from wives and sweethearts in the crowd. If the streets were crowded, what can be said of the scene at the depôt? Every available space was literally alive with people. The spacious platform was densely packed, even the roof of the station, the verandahs, sheds, fences, etc., in the vicinity swarming with people. Immediately in the rear of the station and facing the bridge, was erected a tier of seats upon which were seated some hundreds of the school children. Officers were stationed at the entrance of the station to maintain order; but as soon as the procession reached the depôt

THE CROWD

swelled to such proportions as to densely pack every available space, the throng extending even to the bridge, which was soon lined with eager and expectant spectators, every eye of the vast multitude being turned in the direction whence the train was to come. Careful attention had been bestowed upon the decorations at the depôt, which looked quite gay with evergreens and flags, and streamers of red, white and blue. The bridge also was handsomely decorated with flags and evergreens. Upon the top of the station facing the crowd was a large, well-executed portrait of Hon. Mr. Dunsmuir, wreathed with evergreens and the words "The Right Man in the Right Place." Conspicuously placed upon the freight shed were the words "Pluck, Prudence, and Perseverance," and on the waiting-room, "Dunsmuir and More of 'Em." At the east end of the bridge was erected an arch in the shape of an X, covered with evergreens and colored streamers and bearing the inscriptions, "Welcome, Dunsmuir," and "Victoria—New York"—the latter signifying that through Mr. Dunsmuir's enterprise Victoria is indeed in the way of being directly connected by rail with the great metropolis of America. Upon the reverse of this arch were the words, "Victoria the Natural Terminus," and "The sight o' ye is guid for sore een." Exactly at the entrance of the bridge just where the end of the structure joins the depôt, were stretched

RED, WHITE AND BLUE

ribbons directly across the track, which were severed by the locomotive as she entered the station.

THE TRAIN.

The regular train from Nanaimo reached Russell's station at 1:20, and here was attached to the special train which had been decorated for the occasion. Engine No. 4 was ablaze with a profusion of bunting, evergreens and flowers, while the president's private car and two passenger coaches were encompassed with a wide band made of evergreens and flowers. His Honor Lieut.-Governor Nelson and Secretary Stanton, Hon. Mr. Dunsmuir, Mr. Alex Dunsmuir of San Francisco and other members of the family, together with a few invited guests, occupied the private car. At 1:30 the train of five coaches

STARTED FOR VICTORIA

in charge of Conductor Black and Engineer Garland. Passenger Agent Prior also being on board.

The vast crowd had not long to wait before a distant rumble and cloud of smoke betokened the approach of the long-looked for train. There was an audible murmur of "Here she comes!" and all eyes were strained towards the curve at the western approach of the bridge. The heretofore unfamiliar shriek of a locomotive whistle to Victoria ears was heard, the rumble became louder, another and a clearer whistle was heard, and the engine and train rounding the curve dashed into view. This was the signal for an outburst of enthusiasm never before heard in Victoria. Every whistle connected with foundry, saw mill, rice mill, factories and steamers in the harbor commenced to toot, and amid the pandemonium of sounds and with her own whistle blowing and bell ringing, the first passenger train of the E. & N. Railway crossed the swing bridge, snapping the ribbons stretched across her path like threads, and slowly steamed into the depôt, the band playing "See the Conquering Hero Comes," and hundreds boarded the carriages before the cars had fairly stopped. The train stopped a short distance from the station, and Hon. Mr. Dupsmuir alighted in the presence of the committee appointed to welcome him. This consisted of Mayor Grant, Coun. D. R. Harris, chairman; Couns. Powell and Coughlan, Mr. Robt. Ward, President of the Board of Trade; Mr. Thos. Shotbolt, Mr. Henry Saunders and Mr. Lawrence Goodacre.

MAYOR GRANT

said that they had assembled to-day for the purpose of expressing their public approval of the pluck and energy exhibited in bringing the railway line into the city. He merely voiced the sentiments of the people of Victoria in expressing the opinion that the road would prove a great boon, and that it was due entirely to the efforts of Mr. Dunsmuir. For Victoria and himself he wished him the greatest success in his enterprise, and while it might not be lucrative at present he trusted that he (Mr. D.) would live many years to enjoy the fruits of his labor. (Hear, hear.) The address about to be read was small in itself, but they felt sure that he would value this evidence of the appreciation of Victoria's citizens more highly than if it had taken some more substantial form.

His Worship then read the following

ADDRESS:

To the Honorable Robert Dunsmuir, President of the Esquimalt and Nanaimo Railway, President of the Executive Council of British Columbia, etc. etc.

The Municipal Council of the City of Victoria, on behalf of the citizens thereof, desire to express their appreciation of the action of the management, and the satisfaction that they feel on the occasion of the completion and opening of the extension of the Esquimalt and Nanaimo Railway to a convenient point within the limits of the corporation. The inhabitants of Victoria are indebted to your efforts and enterprise for this early arrival of the "iron horse" in their midst, thus establishing an important factor in conserving the commercial interests of this city, in addition to its being a great convenience to the travelling public.

It is gratifying to us that you are, as principally promoter and president of this work, an early pioneer and resident of this province; and while fortune has smiled upon you in a most marked manner, the public spirit evinced in your character throughout has been the means of circulating a large share of your wealth in various channels to the great benefit of the community generally.

Recognizing, as we do, the importance of railways, we trust that the company of which you are the head will deem it advisable to still further extend branch lines to various parts of this island; and when the ferry scheme, which we understand also originated with you, shall have been completed and direct communication established with the great American railway system, this community will be still further indebted to your foresight and energy.

We sincerely hope that you will long be spared to continue the conduct of the various interests with which you are connected; and that happiness and prosperity may be ever an attendant handmaiden to you and your family.

JOHN GRANT, Mayor.

Signed by Councillors
JOHN BRADEN, D. R. HARRIS,
S. L. KELLY, C. T. PENWILL,
JOHN COUGHLAN, LOUIS VIGELIUS,
W. WILSON, S. T. STYLES,
GEO. POWELL.
[L. S.] JAMES D. ROBINSON, City Clerk.

Hon. Mr. Dunsmuir in reply, said: Mr. Mayor and citizens of Victoria—he might say ladies and gentlemen, for he saw many of the fair sex present. He had been frequently asked during the forenoon if he had prepared a written reply. He had not, for what he was going to say came from the heart and not from paper (Cheers). He was glad to see that the citizens of Victoria appreciated the enterprise he had been engaged in, as was clearly shown by the great demonstration to-day (cheers). When the railway was completed from Esquimalt to Nanaimo, which he had engaged to construct, he plainly saw that it was a jug wanting the handle, for without bringing it to Victoria, and extending it at the other end to the Wellington coal mines, it would not benefit Victoria to the extent that it will now do, and he trusted the day was not far distant when they would feel a greater benefit in the way of supplies of coal for the city than at present (hear, hear). The associates that he had enlisted in this enterprise were gentlemen who had built up California by means of railways, and he hoped they would have to say of their associate here that he had materially assisted in building up this portion of British Columbia—Vancouver Island. (Cheers.) A great deal had been said in regard to the construction of a railway further north, but it should be remembered that we had a sparse population at the present, and it would be imprudent to keep too far in advance of the progress of the country in undertakings that would swamp those who undertake them. However, it was well to keep so far ahead of the times that it would not be a great loss if matters did not turn out as expected. The time no doubt would come in a few years when the construction of the line further north would be a necessity. He was now opening up a large coal field, about 45 miles north of Nanaimo, and when this was thoroughly developed as was intended, it might then become a work of necessity to extend the railway to those works, if not on to Comox. (Cheers.) The branch road to Beecher Bay, the bill for which was now before the house, and had passed its second reading yesterday, would when in operation prove of greater material advantage to Victoria than the construction of a line northward. For this purpose he had and was using every endeavor with his American friends to induce them to build a line to a point on the opposite side of the straits in the vicinity of Port Angeles. If he was assured that the work would be gone on with soon he was ready to begin work on this side at any moment. (Hear! hear!) The Beecher Bay branch would be of very little use without the line on the opposite side, but he had every reason to believe that this work would be taken in hand before long. (Cheers.) With a ferry across the straits the citizens of Victoria could then say that they had gained the terminus of a great system of railroads. (Cheers). He must heartily thank the citizens of Victoria for the grand demonstration they had given him. He had never anticipated it, and would remember it throughout the remainder of his life. He trusted that they would all live to a prosperous old age, and witness the great advances that would be accomplished by the successful completion of enterprises such as the present. (Loud cheering.)

Three cheers and a "tiger" being proposed, were heartily responded to by the vast crowd, after which the word was given to re-form the procession, and the immense gathering of people began to leave the depôt.

Whilst the address was being read and responded to, those who could not get near enough to hear the proceedings amused themselves with climbing into the train, and examining the interior and exterior of the carriages, the locomotive coming in for a large share of attention. The engine was in charge of Mr. Aaron Garland, Mr. John Hill being fireman, and in the cab was Mr. Brown, chief operator and train despatcher. Conductor Black had the honor of piloting the first train across the bridge, his brakesman being Mr. Sloan and the baggage-master Mr. Dickey.

The address presented to Hon. Mr. Dunsmuir was beautifully engrossed, the work being executed by Mr. Thos. Gore.

HISTORY REPEATS ITSELF.

Of all the vast crowd present at this, the formal opening of the new bridge, there were few who were residents of the city many years ago when the old bridge connected Johnson street with the town—at that time the only means of communication by land with Esquimalt and those few never expected to live to see the history of that old bridge repeat itself in the elegant structure which now spans the harbor almost in the same place as the old bridge. "Time brings many changes," as one pioneer truthfully remarked, and there have been many wonderful changes and strides in progress made since that old bridge was torn down upwards of twenty-six years ago; but the greatest and most beneficial change of all was the removal of the disfiguring and dilapidated old buildings a few months ago to make room for the new terminus, and the erection of the new swing bridge, a brief description of which may prove of interest. The bridge rests on piers of all 222 feet, the draws affording a clear passage on each side of the central pier of 100 feet. The machinery can be operated by one man, and the bridge swung into position in less than five minutes. The plans and specifications were prepared under the superintendence of Mr. Joseph Hunter, chief engineer and superintendent of the line, and erected under his supervision by the contractors, Hoffman & Bates, of Portland, Oregon, at a cost of about $50,000. Whilst the iron work of the bridge was constructed in Portland, the substantial iron piers upon which the structure rests were built in this city by the Albion Iron Works Company. The width of the bridge is thirty feet, in the center being the railway track, and on each side a passage way for vehicles and foot passengers. When the approaches at the western end are completed the bridge will afford a shorter and handier means of communication with the Esquimalt road, and will doubtless do away to a great extent with much of the traffic over Rock Bay and Point Ellice bridges.

Upon the part of the station on Store street, facing Cormorant, was placed the Scottish motto, "put a stout heart to a stay brae," lines of flags being stretched across the street at intervals, and verandas being liberally decorated with evergreens. Johnson and Government streets were similarly decorated, many of the business men on those streets vieing with each other in their enthusiasm over the great event by extra decorations on their business premises. The Occidental hotel made a liberal display of flags, as did also the California saloon and the Russ House. Mr. Gilmore had lines of flags from his store to the opposite side of the street, whilst Mr. Henry Saunders excelled himself by the tasteful manner in which he had decorated his store, evergreens, flags and streamers being artistically arranged. The Shotbolt building and city market were also conspicuously decked with flags, Mr. Shotbolt adding to his display a variety of colored Japanese lanterns. From side to side of the street between Messrs. Saunders and Salmon's was stretched a banneret with the words "Success to Dunsmuir, Victoria's Best Friend," and about fifty yards further up the street was erected

THE TRIUMPHAL ARCH,

in the shape of two turrets connected by an archway, the whole covered with evergreens and flags and surmounted with the Dominion flag. In the centre of the arch was placed a fine, well-executed portrait of Hon. Mr. Dunsmuir (this portrait and the one at the depot being painted in oil by Mr. W. G. Campbell, who is to be congratulated upon his skill), whilst across the west face of the arch were the words "Long Looked for Come at Last," and upon the eastern side the words "Energy, Enterprise, Success." At the corner of Johnson and Government street, Mr. L. Goodacre sustained his well-known reputation as a decorator, and had his store covered with flags, etc., a banneret stretched across the street bearing the words "A fule may gather siller, but it's a wise man that knows how to spend it." Messrs. Neufelder & Ross and Messrs. E. G. Prior's & Co's building were also not lacking in a liberal display of bunting, and the New England Bakery in addition to being nicely decorated, bore the motto,

"IN HONOR OF THE GRAND OLD MAN,"

Meaning, of course, British Columbia's "grand old man"—Robert Dunsmuir. As usual, Mr. John Kurtz was not behind hand in the way of decorating, and his cigar factory was well to the front with flags and streamers. THE COLONIST banner floated proudly aloft, and all the principal business houses made more or less of a display, the streets being lined with rows of evergreens.

The procession having re-formed at the entrance to the depot, the line of march was continued to Johnson street, up that street to Government, and along to the business offices of the E. & N. Railway. The procession was in the same order as when first formed, with one exception. In the carriage with the Mayor and Hon. Mr. Robson were now seated the hero of the day—Hon. Mr. Dunsmuir, also Lieut.-Governor Nelson and Mr. Alex. Dunsmuir. Just as the procession started from the depôt, however, the enthusiasm of the crowd broke forth afresh, and resulted in the horses being unhitched from the carriage, ropes attached to the vehicle and the employees of the Albion Iron Works taking hold insisted upon drawing the carriage by this means over the rest of the route. With the bands giving forth a stirring march, therefore, the procession started and thus continued to the railway offices, escorted by thousands of spectators, where Mr. Dunsmuir and the other occupants of the carriage alighted. Here he received three more hearty cheers and "a tiger," and the procession then continued along to Courtenay street, up that street to Douglas, and thence back to the city hall, where the assemblage dispersed to the strains of the National Anthem, and three final cheers for Victoria's benefactor, the President of the Esquimalt and Nanaimo Railway—Robert Dunsmuir.

THE BANQUET

given in honor of Hon. Mr. Dunsmuir at the Driard in the evening was attended by about 125 guests, who sat down to a magnificent repast at eight o'clock. The chair was occupied by His Worship Mayor Grant, on his right being the guest of the evening, on his left Lieut.-Governor Nelson, Sir M. B. Begbie, C. J.; Capt. Vankoughnet, R. N.; Hon. John Robson, Hon. Theo. Davie, Capt. Peters, Mr. R. P. Rithet, Mr. W. C. Ward and Mr. Stanton also occupied seats to the right. To the left were Mr. Speaker Pooley, Mr. Alex. Dunsmuir, Hon. J. S. Helmcken, Col. Holmes, Mr. T. H. Innes, Mr. Robt. Ward and Mr. Thos. Earle.

The vice chairs were occupied by Couns. D. R. Harris and J. Braden, who were surrounded by other council members, while around the board were the representatives of the professions and trades, altogether a brilliant and intelligent company. The following is a list of those present as nearly as could be secured:

His Honor Lieut.-Gov.	Hon. Dr. Helmcken,
Sir Matthew Begbie,	Col. Holmes,
Capt. Van Kohghnet,	J. H. Innes,
Hon. John Robson,	Robt. Ward,
Hon. Robert Dunsmuir,	Thos. Earle,
Hon. Theo. Davie,	A. Dunsmuir,
Mr. Speaker Pooley,	Chas. Hayward,
His Worship the Mayor,	T. R. Ofterhaus,
Chas. Wilson,	Judge Fisher,
Wm. McNiff,	John Kurtz,
D. R. Harris,	Ex-Mayor Rithet,
J. Braden,	A. Cunes,
Major Peters,	H Stanton,
W. H. Ellis,	Chas. Redfern,
L. L. Kelly,	J Sayward,
A. W. Jones,	N. P. Snowden,
L. McQuade,	T. Lubbe,
T. S. Gillington,	J. H. Gray,
R. E. Cresdalle,	
W. C. Ward	F. Evans,
J. O. Sorby,	M. Strouse,
W. J. Bullen,	H. C. Plumerfelt,
W. M. Chudley,	J. Devereaux,
D. W. Higgins, M.P.P.,	Capt. Wollacott,
E. M. Johnson,	T. N. Hibben,
A. Carmichael,	Coun. Braden,
Thos. Shotbolt,	Wm. Wilson,
E. Marvin,	W. Shakespeare, P.M.
Hugo Vowell,	J. C. McLagan,
E. Lewen,	Thos. Hall,
Jas. Holmes,	E. A. Homa,
A. Wright,	R. P. McLennan,
J. Fairbairn,	
J. Davis,	R McIntosh,
A G. McCandlish,	G Gillispie,
G H. Bishop,	E Allen, M P P,
J. Adams,	Geo. Thompson, M P P,
Capt. Clarke,	A J McLellan,
J. Mcallister,	J McEwen,
Dr. J. Fraser,	J Mortimer,
Andrew Gray,	M W Waitt,
D Kerr,	L Harrell,
Geo. Smith,	R Seabrook,
J. Wilson.	Capt Bole, N Wstmster,
	A Munro.

The repast was one which was fully up to the high standard which is proverbial with mine hosts of the Driard, Messrs. L. Redon and G. Hartnagle. It also reflected the highest credit on the *chef*, E. Ejeilet, and the manipulation of the staff of waiters was also creditable to the steward, M. Berthelshot.

The following is the

MENU.

SOUP.
Tortue.
HORS HOEUVRES.
Crab and Chicken Salad.
Celery en branche. Olives.
FISH.
Halibut Normande. Salmon Royale.
ENTREES.
Chicken a la Toulouse.
Filet de Boeuf piquee aux Truffes.
Punch a la Romaine.
COLD MEATS.
Boned Turkey. Westphalia Ham.
ROASTS.
Saddle of Mutton a l'Anglaise.
Stuffed Young Turkey, Cranberry Sauce.
Prime Ribs of Beef.
VEGETABLES.
Asparagus. Fresh California Peas.
Cauliflower au Gratin.
DESSERT.
Nesselrode au Sambayan. Charlotte Russe.
PASTRY.
Assorted Cakes.
Fruit in Season. Ice Cream, Vanilla. Cafenoir.

The last course having been discussed, His Worship asked the company to fill their glasses and drink the health of the first lady of the land, "The Queen." This was done in an enthusiastic manner, the company singing the National Anthem. Three cheers and a tiger were given.

Coun. Harris, vice-chairman, proposed the health of his honor the Lieut.-Governor in a few appropriate remarks.

Lieut.-Governor Nelson, in reply, said that it gave him very great pleasure to be present to-night, and also during the day, to do honor to the man who had commenced and brought to a successful completion the Victoria and Nanaimo railway. That road might be considered the first British Columbia railway, and he trusted that it was but one of the many railways, that would be constructed and placed in as good hands (applause.) Their guest to-night had come to the country like many others among them a poor man, and by his industry had risen to a first place in the country, and not only first in honor and wealth, he was also ranked among the most influential of the wealthy men on the Pacific Coast (applause.) The fact that their guest had won his wealth through the development of the resources of the country was an advertisement to the country. They had a country of great possibilities, and he would like to see more men of great wealth among them. They had men among them that placed large sums of money in the bank, but they were not the men who developed the country—it was generally men of great wealth that pursued great enterprises. His Honor concluded an admirable speech by thanking the company heartily for the enthusiastic manner in which they drank his health, and sat down amid great applause, the company giving three cheers and a tiger.

Hon. John Robson, in proposing the health of the "Army, Navy and Volunteers," said it was one of the most popular toasts in all parts of the world. It was ones, however, that needed little talking, for the service generally spoke in loud tones when their services were required. He thought the toast a most appropriate one, for the railway construction of this province was intimately connected with the army and navy. It had been rightly stated that the Island road was the first British Columbia railway, and it would in time become of more important imperial interest. The successful completion of this section of the road was but the beginning of the construction of the railway to the northern end of this island, which would thus provide a means for the defence of our country, and give England the opportunity for controlling the supremacy of the North Pacific ocean. The hon. gentleman gave high praise to the army, navy and militia. Now, I have never found them that way (hear, hear). I can assure you, I stand to-day at the head of this undertaking untrammeled by them (cheers), and I can assure you, also, that during the time I have associated with them, they have never asked "What are you doing?" but rather, when I have asked advice from, or when I have been in California, or communicated with them by letter, their answer has been: "Do as you like; half of it is yours—do as you choose" (cheers). Therefore, I consider I have been at the head of it. I am still at the head of it, and I mean to be at the head of it! (Loud cheering.) I think that my friend, Mr. Ward, can say that I found my share of it [Mr. W. Ward—That is so], and more, I have never allowed any man to get the better of me if I could help it (hear, hear), and I never go into an undertaking unless I can control it! (Cheers.) Well, Mr. Mayor and gentlemen, in an undertaking of this kind, of course, capital had to come from California as well as the capital furnished by myself; but, now the line has been brought to a successful issue so far as construction from Wellington to Store street, Victoria, is concerned. (Cheers.) And, speaking of advancing that capital, it brings me to say that it is a great pity there is so much "striking" in the world. I speak of the world at large, and not merely of Vancouver Island, because all over the world there is so much strife between capital and labor. Now, if there were no capital there would be no wages. (Hear, hear.) I think no individuals in our community should rejoice more in the abundance of capital in the province than workingmen (cheers). Where abundance of capital is there will you find better wages; and I cannot but think that workingmen all over the world are inclined to take a wrong view of this question. Although a man is a capitalist a workingman should not necessarily take the view that he is his enemy. (No! and cheers). The workingman should take this view, Mr. Chairman, that it is the miser who hoards his gold in an old stocking, those who do not display energy, pluck and enterprise enough to invest their capital; these are the men who should be despised by the working man (cheers). and not the men who invest their money where they make it (renewed cheering). We have instances even of old, of farmers burying their gold at the root of a tree. Such as these are the enemies of labor. I am happy to say that with the wages of this country the workingman by denying himself probably of what he would otherwise spend, can become a capitalist himself; the same as I did (cheers); but if he goes on spending everything he makes he never shall become a capitalist. A capitalist is a man who lives on less than he earns (A voice—You bet), and, Mr. Mayor and gentlemen, it is a great pity that the workingmen of this province do not see this. I notice that it is getting late. (Cries of "go on" and "Beecher Bay.") Well, as far as Beecher Bay is concerned I may say I studied that subject for two years, I spoke to my friends in California, and went, perhaps, a little too far by saying what a grand thing it would be (hear and laughter) if only it could be established, what a large amount of land and timber it would procure, and how we could send coal, even to Sacramento, if they chose! (Cheers.) I put everything before them that I could to induce them to commence to build this road. They are ready to build it—I am ready to build it—I shall be at Beecher Bay or Port Angeles, whenever they are, and assure you that I am ready to start, even if it were to-morrow. How-ever, Mr. Mayor and gentlemen, you know my undertaking of that kind is not completed in a day. However there is one thing, although I am doing my best, and am prepared to say to them "I am ready," there is Tacoma and Seattle. In regard to this road, that I may take the credit of having initiated (for it never was thought of until I brought the subject up) there are many a great deal of pressure brought to bear by these two cities, but it is needless to say I don't take that into consideration. I have no interest in such efforts. My interests have ever been and will be in Victoria. (Loud cheers). Mr. Mayor and gentlemen I can only thank you for what I have seen to-day, and that my efforts in the way of the enterprise I have undertaken in the island have been appreciated, has been I think shown by this day's demonstration. I cannot help speaking about those who are the officers of the company; and I must say, gentlemen, that I have to congratulate myself upon the assistance of my chief engineer, Mr. Hunter (applause). It is all very well for a man to say that he will find capital, but unless he gets good assistants (and I have one of the best assistants that a railway company ever had) he can accomplish little. Nor must I forget to speak of the contractors of the road, who faithfully did their duty in constructing the road according to specifications in every particular (hear, hear), for if a capitalist does not get good officers and contractors his money will be squandered away, and the undertaking may fail. I see one of those contractors here, and would like very well to hear what he has got to say about the road. (Laughter.) In conclusion, Mr. Mayor, we should not forget that though capital is all very well, yet labor is just as requisite as capital; and, I feel sure, that if labor would not take advantage of capital, capital would never take undue advantage of labor. (Loud and prolonged cheering, during which Mr. Dunsmuir took his seat.)

Mr. Thos. Earle, in response, followed with an appropriate acknowledgment of the allusion to himself and colleague, Mr. McLellan, whom he felt sure was equally with himself gratified to hear this work spoken of in such a satisfactory manner. He was only sorry that the hon. gentleman (Mr. Dunsmuir) was not at present prepared to go on with the road further north, as in such case he should have been very glad to have taken another contract. However, he hoped the time was not far distant when he would have an opportunity of offering to construct a longer section than he had before. (Cheers and laughter.)

After the company had drunk the toast, singing "For they are jolly good fellows" and giving them three cheers,

Mayor Grant and Couns. Harris and Braden returned thanks, each referring to the necessity of expenditure in order to induce the city's progress.

Hon. Dr. Helmcken in proposing the toast of "Trade and Commerce," supported the statement of the Hon. Mr. Dunsmuir that it was but right that men who earned their money in the country should work for the country's good. He likened the soil and its products to a bank, and thought that it was necessary for them to make some return to that bank for what they drew out in order to make it prosperous. He referred to the old friendship existing between himself and the Hon. Mr. Dunsmuir, and while they had many bonnie days together, his friend had gone far ahead of him. He trusted that there were many prosperous years before him. The Island railway would write the history of what one man could and had done. (Applause). Referring to the toast he had to propose he said two ships a few years ago was all the commerce they had during the year. Now he saw factories, electric lights and handsome steamers, while to-day he had seen the first locomotive that had entered the city. (Applause). Transcontinental roads now brought the travel and goods that formerly came by Cape Horn. Necessity had revolutionized the channels of trade, but the great cause was the sun—it had created the coal deposits, and they had light and heat bottled up there. Without this no steamcars, electric light, railways or factories would exist. Coal was king! It governed our industries and commerce, and while they were indebted to the sun for the treasures, they were also indebted to the Hon. Mr. Dunsmuir for taking them from the earth and devoting them to good uses. He had prospered by them, but was there one here would regret the coal falling into his hands. No. He had returned it to them in another shape in his endeavor to build up the country. (Applause). He looked forward to the day when the shout would go up in Victoria—"all aboard for the east." (Applause). The venerable doctor expatiated on the advantages to be gained to the province by extending the railway to the north of the island, thus capturing the trade of Alaska. He referred to Hon. Mr. Dunsmuir as being the only man who was capable of carrying on that great work. The Duke of Wellington was the saviour of his country, and we to-night had a Wellington here who would prove the saviour of this country. (Applause.) The inhabitants of Victoria would have been guilty of base ingratitude had they not done what they had to-day. He hoped that long life and prosperity would attend Hon. Robert Dunsmuir. On taking his seat the worthy doctor was given a hearty round of applause.

Mr. Robt. Ward, president of the board of trade, in reply to the toast, made an admirable speech, referring to the satisfactory state of trade, expressing his belief that commercial union with the United States was not required by Canada, and closing by paying a high tribute to the energy and pluck of the guest of the evening.

Ex-Mayor Rithet also made a few remarks to the point, stating that Victoria was now the commercial centre and they intended to keep it such. He spoke of the great benefits Victoria and the island generally had received through the progressive spirit ever exhibited by Hon. Mr. Dunsmuir.

"The Ladies" was proposed in a few appropriate words by Lieut. Lang, R. E., after which the National Anthem was sung and the company separated.

During the course of the evening the Queen City Orchestra discoursed appropriate musical selections in an ante room.

FROM THE DAILY COLONIST, March 30.

LOCAL AND PROVINCIAL.

Arrival of the Schooner Aransah.

The schooner Aransah, Capt. Sieward, arrived from Halifax on Wednesday night, all hands well, after an uneventful trip. The schooner left Halifax Oct. 23rd, making the trip in a little over five months. She will be engaged in the sealing industry.

Holy Thursday.

Yesterday being Holy Thursday, in accordance with the usual custom the altars in St. Andrew's pro-cathedral were tastefully dressed with a profusion of laces and choice flowers, and in the evening were ablaze with wax candles. Special services will be held to-day—morning and evening.

Their Share of Customs Seizures

The auditor-general's report gives a list of persons in the civil service who in addition to their regular salaries receive a share of the seizures that they make. The list includes Mr. George Frye of this city, whose share amounts to $1,758, making in addition to his salary a total of $3,588; and Mr. A. R. Milne, whose share amounts to $1,768, making with his salary a total of $3,328.

From Alberni.

The steamer Muriel, Capt. Munro, returned from Alberni last evening after a rough but very quick trip. She brought a quantity of oil and skins consigned to Mr. Henry Saunders, and when she left Alberni the reported catch so far of the sealers was as follows: The Mary Ellen, 350; the Pathfinder, 300; the Mountain Chief, 100; the Adela, 80. No further news of importance from the settlement.

Furious Riding.

Yesterday afternoon a butcher boy named Barry met with an accident which, as an eye witness remarked, would have surely killed anyone but a butcher boy. The lad was riding furiously along the street, when in rounding a corner he collided with a hack travelling in the opposite direction. The shock unhorsed the lad, who, as he struck the ground, rolled over and over, the horse also being thrown down and rolling on top of the boy. After a few kicks and struggles boy and horse regained their feet. The lad secured his horse, mounted and galloped off, apparently none the worse for his tumble.

The Bonanza Almost Wrecked.

The schooner Bonanza, laden with brick, and bound from Victoria to Seattle, came near foundering on Wednesday morning. While beating her way up the Sound she sprung a leak, and a good strong breeze springing up her canvas was carried away, leaving her at the mercy of the waves. She floundered around in this condition till the tug Mogul, on her way up the Sound, saw the situation, and going to the assistance of the disabled schooner took her in tow and carried her safe to Seattle. The captain of the Mogul says the Bonanza was overloaded, and had assistance not arrived in time she would have foundered and sunk. Her lifeboat had been stove in, and if the schooner had gone to the bottom all hands would have gone with her.

Buildings Twenty-Eight Stories High.

What do local builders think of the practicability of buildings erected on the plan of Buffington's Iron Construction? By it buildings can be constructed of any desired height, the favorite number with the inventor being twenty-eight stories. The building is to be entirely of iron, starting from the foundation like the base of a bridge on piers. Laminated iron pillars rise from this foundation, diminishing in size as they ascend. They are to be braced diagonally by iron girders with horizontal iron beams. Mr. Buffington has submitted his plan to practical engineers and no flaws can be found. A syndicate of capitalists are seeking his system and will erect at Washington a building eighty feet square and twenty-eight stories high.

Rifle Practice.

There is considerable dissatisfaction among the local marksmen at the seemingly unnecessary manner in which they are handicapped in being restricted to the use of the short rifle. It certainly looks anomalous to ask the public to subscribe towards a fund to send a team trained to the use of the short rifle to Ottawa to compete in matches in which the long rifle exclusively is used. It is a well-known fact that nothing but "red tape" interferes with the issuing of the long rifles in store at the drill shed in this city, and a little pressure judiciously brought to bear in the right quarter would do away with the present state of things. If the British Columbia team are to "hold their end up" at Ottawa they should be placed on the same footing as teams from cities in the east, for otherwise it is simply a waste of money to send representatives who do not fire out of a long rifle until they get to Ottawa.

The Sudden Death Club.

We are told that club life in New York city is growing so broad that it is embracing nearly every scheme, purpose and caprice of man. The newest organized candidate for public favor has the cheerful title of the "Sudden Death Club." It is open only to those who are afflicted with heart disease or some other disorder that is likely to end life without much warning. The club, of course, has no constitution. One of its by-laws, however, forbids any member to carry upon his person letters or papers that can compromise the peace or happiness of others. Another requires him always to carry about with him a paper or card containing his address and directions as to the disposition of his body. The club will have a dinner every year. The inaugural banquet will take place shortly, and if all the present membership should be on hand on that occasion there will be just thirteen at the table.

Died of a Broken Heart.

The unfortunate Indian who was confined in the provincial gaol as being one of those concerned in the Seabird massacre, and to whom reference was made in Tuesday morning's COLONIST as fretting himself to death, died at 10:30 o'clock yesterday morning. During the past few days he gradually sank, becoming hourly weaker until the last, when he finally succumbed, passing peacefully away. He was spiritually attended in his last hours by Very Rev. Father Jonckau, and he expressed himself as perfectly willing and resigned to die. The cause of death is said to be consumption; but it is known that his decline and sad end were mainly caused by grieving over the awful position in which he was placed by the evidence of the others concerned in the murder. The confession left by the deceased, it is said, will throw much light upon the crime, and materially aid in bringing the guilty ones to justice. An inquest will be held upon the body at the gaol this morning.

Rifle Match.

There will be a rifle match held at Clover Point this afternoon, commencing at 2 o'clock, between teams from "O" Battery and the Artillery. The following will compose the team from the Rifles: Lieut. Irving and Messrs. Beckwith, Newbury, Winsby, W. Jones, W. Langley, B. Williams, F. Brand, E. Fleming and A. Langley.

Nothing Too Good for the Good Editor.

St. Peter—What were you on earth? "A newspaper man." "Not a journalist?" "No." "And what did you do?" "I always gave credit for clippings from exchanges." "Step right in! The annex is not quite completed. You will have to be content with a private box for the present. There! Show this gentleman to box A, and take his order for whatever he wants."

Obituary.

We regret to have to record the death of Colonel G. H. Perry, who died at Ottawa on Sunday, the 25th inst., aged seventy-three years. Col. Perry was for twenty years city engineer of Ottawa city, and the author of several treatises on engineering. He was the father of Mr. C. E. Perry, C. E., of this city, the well-known engineer and contractor. Mr. Perry and family have the sympathy of their many friends in their bereavement.

In Appeal Case.

In the Supreme Court of Canada on Monday the case of John *v.* the Queen, a criminal appeal from British Columbia, was heard. Mr. C. Robinson, Q.C., was for the appellant, and Dr. McMichael, Q.C., appeared for the Crown. The appeal raises the question whether an assault with intent is the same as an attempt to commit rape, for which the prisoner could be convicted under section 183 of the Criminal Procedure Act.

For the North.

Supt. Royeraft, of the provincial police, accompanied by several constables, left on the steamer Lottie yesterday for the North on important business. The boat in which McNab and his companion left Burrard Inlet lately has been discovered, and this will be one of the matters for investigation. It will be remembered that McNab, who is said to have had a large sum of money on his person at the time, went north in a small sloop, since which time, although frequent search has been made, nothing has been heard of the man. It is hoped that the mystery surrounding their disappearance will at last be solved.

Frank Leslie's Sunday Magazine

For April marks the fact of its being an Easter number by a fine hymn tune, "Christ is Risen," by C. Wenham Smith, and two Easter poems, viz., "Easter—Beside a Tomb," by Myrta Harper