From THE DAILY COLONIST, March 5.

LOCAL AND PROVINCIAL.

A Round Dozen.

At the meeting held by Messrs. Marchant and Templeman at Cedar Hill, on Tuesday evening, there were only twelve voters from the electoral division present, and these were all pronounced Conservatives.

"The Beaconsfield Club."

This new literary and social club, which holds its first dancing party in Philharmonic hall on the evening of the 24th inst., has elected the following officers: President, E. A. Phillips; vice-president, Miss Kate Davis; secretary, E. Bollach; treasurer, D. Phillips.

The Electric Light.

It looks as though the electric lighting of the city was again to be unsatisfactorily carried out. The light was wanting in the early hours of last evening, and the city was in absolute darkness, except where the star light illuminated the thoroughfares. There is something radically wrong about the management of this important department of the city's work. The failure to light the city is simply criminal.

Opening To-Morrow.

The British Columbia Trades and Labor Club, whose aims and objects have already been referred to in the COLONIST, announce that their rooms at the corner of Government and Pandora streets, will be formally opened for the enrolment of members and the reception of the public to-morrow evening. The grand opening concert is being arranged for the first week in April.

Choice Property.

Owing to the unfavorable weather, the work of road making on the Hudson's Bay Co.'s Macaulay Point property has not proceeded as rapidly as would otherwise have been the cause. It is expected, however, that the property, comprising some 200 acres, will be put on the market next week. A scheme to connect this valuable addition with the city by tramway is under consideration.

Labor Men Meet.

On Saturday evening next a mass meeting of all interested in the building trades, will be held in the old Y. M. C. A. hall on Broad street, when the question of employing Chinese as bricklayers and plasterers' assistants will be fully discussed and action thereon, no doubt, taken. On the same evening, in the adjoining room, the steamboat and stationary engine firemen will also meet to consider the advisability of forming a union for the protection and benefit of their trade.

New Block for Nanaimo.

E. McCoskrie, architect, of this city, has prepared plans for Messrs. Johnson, Glaholm, Davies and Cruickshank, of Nanaimo, upon which a new hotel and three stores will be erected at once, at the corner of Commercial and Bastion streets, in the Coal City. The building will be 95x85 feet, three stories, with basement, of brick veneer, with electric light, elevator, and every modern convenience. The total cost will be about $30,000.

The Sale of the Hunt Road.

A special to the Seattle Post-Intelligencer says: Paul Schulze, general land agent of the Northern Pacific, confirms the reported sale of the Hunt system of roads to C. B. Wright, of Philadelphia, ex-president of the Northern Pacific. Although it is an individual purchase, the consideration being $3,000,000, Schulze says the Hunt road will be operated in connection with the Northern Pacific and the interest of Puget Sound as against Columbia river export points.

Business Changes.

A. W. Draper, druggist, of Vancouver, has sold out his business to H. McDowell & Co.

J. H. McMillan & Son, grocers, of Vancouver, have sold out.

J. H. Baker & Co., of this city, have dissolved partnership; J. E. Church retires.

McDonald & Hobbs have opened up in the wholesale liquor business at Nanaimo.

Gallagher, Stephenson & Vernon have opened livery stables in Vancouver.

The "Union Ice Co. Ltd.," of Vancouver, has been organized.

Walker & Beggs have opened up a branch tailoring business at Chilliwhack.

Salt Spring Granite Quarry.

Scows left yesterday for the Salt Spring Island quarry to bring down stone for the main walls of the outer wharf. Mr. T. F. Sinclair, who has the contract for the wharf, and owns the quarry at Salt Spring Island, says that the free stone he is taking out is equal to any on the Pacific coast. One thousand yards of stone are ready for shipment, and will be landed at the outer wharf as soon as possible.

Mr. Mackenzie Munro, Mr. Sinclair's manager, at Salt Spring Island, left for that place yesterday. It is his intention to go into the veterinary business in this city, devoting his whole time, with the exception of two days a week, which will be spent at the quarry, to his profession. He is a member of the Royal College of Veterinary Surgeons of Great Britain, and was inspector of live stock for four years, for the New Zealand Government.

Neat and Comfortable Homes.

Sometime ago, the COLONIST contained an item regarding the construction of a terrace of neat and comfortable residences on Superior street, for Mr. W. Jensen. The work has now been completed in a very satisfactory manner, by Mr. W. M. Ross, the contractor. The buildings are the first of the kind in brick veneer in the city, the frame being first sheeted diagonally, and are said to stand the test of any inspection. Each house in the terrace contains six rooms, with bath, etc., complete. Under the circumstances the buildings have been put up very cheaply, the contractor not realizing more than $8,000 or $9,000. The great feature in this style of work is in placing a number of buildings on a certain space of ground, which under the old order of things would not accommodate half as many. By this means the cost of building is decreased, and the profits increased. A second terrace of houses on Superior street is soon to be constructed, also on the plans of Mr. McCoskrie, the architect for Mr. Jensen's row.

Happy Siwashes.

Yesterday the great potlach at Beechy Bay came to an end, and the Indians will now spend a week or so at their ordinary occupations before enjoying the pleasures of the Chemainus festival. During the period of the rejoicing just closed, Michael, one of the hosts, gave away $600 in cash and two $100 canoes; Jacob, the Beechy Bay sub-chief, made presents of $1,100 in money, and two canoes; and Jack, the head chief, distributed $1,600 in coin, two $80 canoes, 150 blankets, and six Winchester rifles. In each case the money, in silver coin, was divided in equal shares, and the other gifts were tossed from the canoes for the visitors to scramble for. At one breakfast during the potlach, 15 boxes of biscuits were consumed. There were over a thousand Indians present, and all took part in the war dances. Not a drop of liquor was consumed, and there were no fights or quarrels during the entire week. The next potlach in the series is to be held in Chemainus, about two weeks hence, when blankets and coin to the value of $16,000 will be given away.

Opening the Country.

Mr. D. C. Corbin, the Spokane Falls railway magnate, and Mr. J. A. Mara, president of the Columbia and Kootenay Navigation Co., met in this city yesterday, and completed arrangements for a daily service between Spokane Falls and Little Dalles and Revelstoke. The daily service will be inaugurated as soon as spring opens, the new boat now building being put on the route. No difficulty in navigation is looked forward to, and the six mails a week will be a great benefit to the rich district entered. Daily communication with Nelson from the South will also be established, and by the completion of the telegraph line from Sproats to Little Dalles, Nelson will also be given wire service with the outer world. Telephone lines around the Toad Mountain district, will give all the miners immediate communication with all parts of the States and Canada by way of Nelson.

Revelstoke Smelting Co.

Dr. J. Campbell, manager of the Revelstoke Smelting Co., is in the city. He will leave to-morrow morning for Revelstoke, where he will meet Mr. L. C. Boyle, president of the Smelting Co., who is expected from London, England. Last fall the doctor was anxious to reach Ainsworth to visit the company's mines. He left for Denver on Dec. 23, where he remained, on account of the snow, until the 18th of last month. From Denver he moved on as far as Spokane Falls and Marcus, but was forced to turn back on account of the inclemency of the weather. The doctor thinks that railway communication is greatly needed in that district, for although Ainsworth is only about 100 miles from Revelstoke he has to come via Victoria and around by Spokane Falls to reach it. He located several claims for the company last fall up in the Lardeau country, and says that the smelter is ready for work, only waiting for ore. The mineral prospects of the country look well, and everything is in favor of the Silver King mine at Nelson.

The Weather for February, 1891.

ESQUIMALT, B. C., March 3.

Atmospheric Pressure—The mean atmospheric pressure reduced to sea level was 29.839 inches. The greatest pressure (30.550) occurred at 9 a. m., of the 8th, and the least (29.052) at 1 a. m., of the 23d, giving a monthly range of 1.498 inches.

Temperature—The mean temperature was 33.84; being 4.8 lower than the average and 0.1 lower than in 1890. The highest temperature (43.9) occurred on the 9th, and the lowest (24.0) on the 21st; giving a monthly range of 19.9. The warmest day was the 9th, mean temperature 39.7, and the coldest the 22d; mean temperature 27.4.

Humidity—The mean humidity was 101.

Cloudiness—The mean amount of cloud was 6.95. There were 4 cloudy days, 23 partially cloudy and 1 clear day.

Total Precipitation—Rain fell on 12 days to a depth of 1.26 in. Snow and sleet fell on 11 days to a depth of 12.30 in., making a total precipitation of 2.49 inches.

Wind—The total miles in wind 7,105, being an average velocity without regard to direction of 10.5 miles per hour. Most windy day the 23rd, 560 miles, mean velocity of 24 miles per hour. Least windy day the 4th, 84 miles, mean velocity of 3.5 miles per hour. Greatest velocity in one hour 32 miles, from 11 to 12 midnight of the 22nd.

Frost—Every day except 4th, 5th, 9th, 13th, 11th, 19th.

Fog—On 9th.

Hail—On 11th.

Lunar Halo—On 20th.

E. BAYNES REED
Observer.

ALL SAILING RECORDS BEATEN.

The Schooner Geneva Makes the Trip From Halifax in 110 Days.

Messrs. Hall & Goepel have the pleasure of owning, and Capt. H. F. Sieward has the honor of commanding, the fastest sailing vessel on the Pacific coast—the schooner Geneva, which arrived in port yesterday morning from Halifax, N. S.

In company with four others recently purchased for the Victoria sealing fleet, the Geneva sailed from the Nova Scotia capital on November 11, 1890. Five days later, in latitude 36.18 north, longitude 55.35 west, she encountered a terrific storm of hurricane force from the southwest, veering around to the northeast. The gale lasted 12 hours, with a mountainous sea running, but the Geneva weathered it splendidly. The equator was crossed in longitude 31.42 west, 31 days out, and the entrance to the Straits of Le Maire was reached 28 days later. On January 9th the Geneva anchored in San Vincent's bay, Tierra del Fuego, for the purpose of watering and making sundry repairs. On the evening of the 10th of the same month, anchor was weighed at the turn of the tide, and in three hours the schooner was clear of the Straits of Le Maire. The next day, Sunday, a heavy gale from the West was met with, with an ugly sea running, and the schooner stood down into 58 south latitude, when the wind hauled to the south and south-east, with pleasant weather. On the evening of the 13th and morning of the 14th, several large icebergs were seen. At noon of January 16th, the schooner was in lat. 52 S., long. 78.05 W., and captain and crew considered themselves safely around the Horn. On January 22nd the Am. ship Belle of Bath was spoken, and on the 24th the Am. whaling bark Bertha, of New Bedford, bround from Conception bay, Peru, to New Bedford, with a full cargo of sperm oil. The next day the south-east trades were picked up, which blew with good strength and sent the Geneva daily from 200 to 240 miles on her course. The equator in the Pacific was crossed on Sunday, February 8, 89 days from Halifax. Upon reaching the latitude of San Diego a severe storm from the southwest, suddenly veering to W. N. W., was encountered, the storm lasting about 52 hours, with a minimum barometer of 28.92, with furious rain and hail squalls. On February 24, the latitude of San Francisco was passed, and thence a succession of fresh gales, with heavy seas, were fallen in with. On Monday, March 2, at 8 a. m., Cape Beale was reached, making the passage from Halifax to Vancouver Island, 110 days, including a stop of one day at San Vincent's bay.

The Geneva, a description of which was published when she was purchased, is a schooner of particularly handsome model and racing lines. She is of 93 tons register, and was built in Luxenburg six years ago. As soon as possible she will be equipped for the summer sealing. Her trip, 14,000 miles in 110 days, breaks all sailing records at this port, the distance having been traversed in less time than that usually taken by a clipper ship. Among the sealing schooners, the Ocean Belle was formerly the champion sailer, and Capt. O'Leary, who brought her from Nova Scotia, has the satisfaction of knowing that he has not been beaten by any outside schooner. The Belle and the Geneva are both pwned by Hall and Goepel. Mrs. Sieward accompanied her husband on the long trip around and enjoyed it immensely. The Geneva's crew consists of seventeen men, all told, sailors every one.

INTENSE ENTHUSIASM.

Glorious Success on the Work Estate —The Ministerial Candidates Fully Endorsed.

Practical and Patriotic Speeches by the Candidates and by the Veteran, Hon. J. S. Helmcken.

The meeting, last night, at the School House, Work Estate, was very well attended, and in no way lacked the interest and enthusiasm which have characterized every gathering that has taken place in behalf of Messrs. Prior and Earle. It was presided over by Mr. Meldram, and the cheers with which the speakers were greeted as they proceeded with their addresses amply demonstrated how keen was the feeling taken in the issues involved. It was fully demonstrated that the candidates and Dr. Helmcken had the fullest sympathy of the electors.

Messrs. Prior and Earle discussed all the issues of the hour in a very powerful manner, fully proving the weakness of the position assumed by the pretended Independents. They backed up the claims of the Government by a most interesting array of statistics. They also triumphantly refuted the charges, personal and political, which had been made by the Opposition candidates and their organs, and, if that were possible, materially added to the number of their supporters. Col. Prior stated that it was his intention to insist that, with respect to tenders for public works in this province, the tenders should be opened here by Mr. Gamble in presence of the interested, and afterwards forwarded to Ottawa.

After a telling speech from Mr. Jeeves, the Hon. Dr. Helmcken gave one of his soul stirring, patriotic speeches, which materially served to intensify the already high enthusiasm that had been aroused. The Dr. began with the following patriotic address to the Mother Land. "'Tis the night before the battle Mother, our last fond thoughts are thine. From across the seas thy child, Dominion and god-child Victoria, greet thee. Transatlantic Britain sends her homage, the Pacific her lealty, too. We fight, Mother, for the unity of the Empire; for the maintenance of the Dominion; for the happiness of our hearths, our homes and our firesides," having discussed with his old-time vim and eloquence many of the most prominent issues, he concluded, "'Tis the night before the battle, Mother Trans-Atlantic Briton greets thee. We arm mother, and our hearts shall nerve our arms and point our spears. Rest happy, Mother, thy children will allow none to harm thee, and now a kiss, good night." Cheers for the Queen, the candidates and the chairman brought this highly enthusiastic meeting to a most auspicious conclusion.

TO-DAY'S ISSUE.

TO THE EDITOR:—If it be true that "coming events cast their shadow before," then the excuses that are being offered by the "Independent" candidates and their friends foreshadow their defeat at the polls today by an immense majority. Messrs. Templeman and Marchant have practically given up the fight, claiming that there having been no registration of voters on the Dominion list for some months, the result of the present contest must be adverse to their success at the polls. It is a matter of difficulty for an outsider to know on what these gentlemen base their argument. To assant to their proposition one must suppose that all the additions to the list of voters, which would result from a revision of it, must be composed of those who are in political sympathy with them. As, at the present time, the proportion of Conservatives to Liberals throughout the country, as shown by the composition of the House of Commons, is about half as large again, it would appear to most persons that the result of another revision would be to swell the majority of the Conservatives whenever any issue between the two parties came before the people.

It is amusing, sir, to note the fertility of the Liberals in formulating arguments to prove that it is unfair to them to hold an election at the present. The leaders of that party in the eastern provinces have made complaints similar to those of Messrs. Templeman and Marchant, and it is a matter of surprise to me that these latter gentlemen have not also protested in the same way as their eastern friends have against the inconvenience to their party of the question of trade relations with the United States being so prominently brought forward by Sir John Macdonald at the present election. It must be a matter of surprise to most people to hear that Sir Richard Cartwright and his colleagues claim that they are not ready to discuss the subject. Why, sir, for the last few years the Liberals have been urging that the salvation of the country depended upon the adoption of their trade proposals, whether under the name of Commercial Union, unrestricted reciprocity or what not. I should have thought that they would have eagerly seized the opportunity of getting an expression of the popular opinion on the subject. If they are not ready now for a verdict, when will they be in that position? Probably they feel that while these free trade theories are excellent weapons for political fencing, they are not to be relied on to withstand the popular attack when it is directed by the Conservative leaders.

Now, sir, the question for the voters tomorrow is a very simple one. Shall we, by giving our votes for Messrs. Marchant and Templeman, affirm the proposition that we desire unrestricted reciprocity with the United States? Let us bear in mind that this implies that the Government which administers the affairs of 60,000,000 people will also control those of 5,000,000 Canadians, thereby brought into intimate relations. Is it difficult to see that two things will follow? First, that the Government will consult the interests of the greater rather than the smaller number, and, secondly, that the injury thereby inflicted on Canadians will be to force them to beg for *political* as well as commercial union with the United States. Are we prepared to take the McKinley tariff, and by it shut Canada out from the trade of all the world, except the United States? Are we willing to discriminate against Great Britain? Neither Mr. Marchant nor Mr. Templeman disputes that this would be the case, or that if they were elected to-morrow it would not signify that the people of Victoria had decided to take the first step towards severing the connection with Great Britain and throwing in their lot with the people of the United States.

I need not refer at length to the *personnel* of the "Independent" candidates. The campaign has disclosed the fact that Mr. Marchant is simply a political adventurer, without anything to recommend his candidature to the people, except a certain glib fluency, which he tells us he acquired as a local preacher in the Old Country. It is astounding that he should have had the temerity to ask the citizens of Victoria to entrust their interests for five years to such doubtful and inexperienced hands. To-morrow, he will be given ample leisure for study, and it is to be hoped that he may devote some of it to the study of economic facts and details. As regards Mr. Templeman, it is understood that both he and his friends look upon it as a huge joke that he should masquerade as an "Independent." "Scratch a Russian," said the first Napoleon, "and you will always find a Tartar," and so with an "Independent" of the Templeman type, you will always find a Grit under the thin disguise of varnish. The columns of the Times for four years cannot be refuted by the professions of a two weeks' campaign; a life-long Grit like Mr. Templeman cannot expect to get much credence for his deathbed conversion to "independence" on the eve of an election. To-day, voters, show the whole annexationist gang that there is no room for them in Victoria, and that we are not to be misled by generalities from following sound truths and safe policies.

THE TIMES ON TRADE QUESTIONS.

TO THE EDITOR—I observe the Times, in its issue of last evening, devoted two of its editorial articles to attempts to dispute the statements I have made in former letters. The intention of the writer of those articles was both laudable and proper; the actual result of his action is disastrous to the position assumed by Messrs. Marchant and Templeman. The writer in question says that my "*penchant* is 'figgers.'" I am sorry that I cannot give him credit for any liking for either "figgers" or facts, if his letters are to be taken as an indication of his ability or knowledge. He claims that I am so "immersed in figures that I lose sight of the main question altogether." I think, sir, that it is the Times and Messrs. Marchant and Templeman who have not merely lost sight of, but have never yet perceived, the facts which constitute the "main question," which is the great issue in the present contest. For nearly two weeks I have been asking the "Independents" to give the electors their opinion on the "main issue," but without success, and I have no doubt that the electors on Thursday will, by an overwhelming vote in favor of Messrs. Earle and Prior, decide that the "Independents," being without a policy, shall remain at home.

I am not sorry that the Times should have given me such an opportunity of showing that it, as well as its candidates, utterly fail to understand the principles involved in the National Policy. When Sir John Macdonald advocated a protective policy, he said that its object was to foster Canadian industries, and that the result would be that by competition among the manufacturers the people would obtain cheap commodities. My statement in regard to the price of sugar in Montreal and New York (which the Times has not been able to disprove) shows that Sir John's object has been attained in that article, as it has in many other lines of trade. Canadians get their sugar cheaper than the people of New York. "Then," says the Times triumphantly, "you have defeated your own argument, by the fact that Canadian manufacturers can undersell the Americans, and consequently need no protection, since they can compete in the United States with the home producer." Here is where the Times shows its entire ignorance of the real position of affairs. Has it not followed the course of events in the United States during the last few months, and seen the drift of the proposals of Mr. Blaine and others? That astute politician and his friends realize that the supreme question with the American manufacturers at the present time is where they can obtain larger markets. Protection has built up large industries, the products of which supply the home market and unless an outside market can be found for a portion of the output, the limit of profitable production has been reached, and some of the factories must be closed or the whole of them operated only for a certain period each year. Canada as the nearest and most accessible market is what they desire to secure, and should they succeed in obtaining unrestricted reciprocity, the Dominion would speedily be made the dumping ground for the surplus products of the manufacturers of the United States. With a market at home for the productions of their mills for nine months in the year at profitable prices, American manufacturers would be quite willing to dispose of the production of the remaining three months at a small profit or even actual cost if they could maintain their works in constant operation. Any person acquainted with industrial matters knows that it is ruinous to business to suspend operations, discharge workmen and close all business for a month or two in the year. If Canada would obviate this by allowing free access to her markets, our Southern neighbors would gain quite an advantage. But where would Canadian manufacturers be? Simply ruined. The home market for the productions of our farms and orchards, now found among those who are employed in our home industries, would be lost, since our mechanics and artisans would be compelled to either emigrate or starve. With this would also come another disaster. At present, supplying as we do many of our own needs from home sources, we have a surplus of certain articles for exchange with other nations for things which are not produced in Canada. With our factories closed we should not merely be compelled to pay in gold for what we required, but our producing power being destroyed our means of accumulating wealth would also disappear. Mr. Marchant will talk glibly of our immense resources in raw materials, but I defy him to point out a single instance in modern times of a nation which has become rich and prosperous, grown rapidly in population, and presented opportunities for millions of immigrants that has depended solely upon its exports of raw materials. The Australian colonies, with their shipments of gold and wool, come the nearest to such a case, but an examination of their circumstances shows that while the conditions there are almost unique (through the mildness of their climate, their large production of gold, which also is manufactured at home and not shipped as crude ore), the results achieved are smaller than many persons suppose, until the prospects for future immigrants without capital are not favorable. On the other hand, those countries which have built up industries in their midst, which have exported the manufactured article, not the raw material, and so kept the manufacturing profits at home, have grown rich, their population has rapidly increased, and all classes of immigrants find ready and profitable employment within their borders. This is the condition of things that the National Policy is designed to bring about, and the facts that can be adduced as to the economic condition of Canada to-day, amply show that the proposition is being rapidly realized. Once admit without restriction the manufactures of the United States, our own factories will be stopped, and our only means of paying for our imports will be by raw materials on which the profit of manufacturing will be transferred to the people of other lands. It is these facts which make it impossible for Messrs. Marchant and Templeman to place their unrestricted reciprocity theories in such a light as will cause the voters to give them their support on Thursday. A BRITISH COLUMBIAN.

PROVINCIAL LEGISLATURE.

First Session of the Sixth Parliament.

THIRTY-FIRST DAY.

WEDNESDAY, 4th March.

The Speaker took the chair at 2 o'clock. After prayers by Rev. P. Jenns,

REPORT.

MR. MARTIN presented the report of the Private Bills committee reporting the following bills: Okanagon Land and Development Co., Limited; Nanaimo Electric Tramway Co.; Upper Columbia Navigation and Tramway Co.; an Act to amend the Vancouver Incorporation Act, 1886.

The report was adopted.

NEW BILL.

MR. MARTIN introduced a bill to enable the Okanagon Land and Development Company, Limited, to construct telephone lines and tramways in the towns of Enderby and Vernon.

RETURN.

MR. BROWN moved for all correspondence between the Bishop of New Westminster and the Department of Lands and Works, relative to a certain reserve situated in suburban block xii, in the city of New Westminster, together with copies of Orders-in-Council (if any) relating thereto, and a tracing of the part of New Westminster suburbs in which said reserve is situated, as shown on the map attached to the field notes of the original survey of New Westminster city and suburbs, and a tracing of the said field notes, including the said reserve. Carried.

LAND ASSESSMENT.

MR. SWORD moved that a select committee, composed of Messrs. Fletcher, Booth, Stoddard, Semlin and the mover, be appointed to examine and report to the House on the answer given by the Honorable the Chief-Commissioner of Lands and Works on Wednesday, February 25th, to section (*c*) of the question asked by Mr. Sword; and also to ascertain whether lands applied for under section 29 of the "Land Act" are placed on the assessment roll when such application is made—Carried.

VANCOUVER WATER WORKS.

On the order for the second reading of the Vancouver Water Works Bill,

MR. SWORD said that he understood an arrangement had been entered into between the company and the city, and he should therefore vote for the second reading, there being only one point in dispute, viz., as to the length of time during which the monopoly should continue.

In answer to Mr. Hunter,

MR. MARTIN said that all that had to be decided by the House was the length of time the existing monopoly should last.

MR. COTTON said he had learned it was the wish of both parties that the Bill be read a second time; the arrangement which had been entered into being subject for amendment to the Bill when it went into committee. It had not, so far, been determined whether the monopoly should be five or ten years in the event of no arrangement for the works to be taken over by the city.

MR. HORNE said that a memorandum had been signed by the legal advisers of both parties. Before the second reading be gone on with he thought that everything should be settled between those who were interested. Were there any important amendments two days notice would have to be given, and he therefore thought that the bill should not be sent to committee before Wednesday.

MR. MARTIN objected to this delay, inasmuch as it would give the opportunity to flood the House with petitions.

The bill was read a second time, to be committed on Friday.

CHINESE EXHUMATIONS.

DR. MILNE, in moving the second reading of the Graveyard Act, referred to the number of bodies exhumed by the Chinese last summer, saying that the manner in which the exhuming was conducted was unseemly and unsanitary. The act now proposed to give to the cities and municipalities which have boards of health under the "Public Health Act," power to deal and control the exhuming of dead bodies within their jurisdiction. It was certainly necessary that some provision be made in this way, as he (Dr. Milne) had seen in one day in Ross Bay cemetery no less than fourteen bodies taken up by Chinamen, no provisions being made for its proper sanitary regulation. He thought this matter should be in the hands of the Board of Health in each city or municipality, and hoped the measure would be passed. This bill provided that in municipalities it shall be unlawful to remove the remains of any dead person from the cemetery or place where any such dead person may have been interred, or to exhume the bodies or remains of any dead person without the permission in writing of the municipal council, or by the direction of the coroner. In districts which are not municipalities, where a local board of health is not established, the permission in writing of the provincial secretary, or of a Government agent for the district, shall be effective in place of the permission of a local board of health.

HON. MR. ROBSON said that while he quite thought that the boards of health should have control over this matter, it should not be forgotten that this removal of bodies was a source of considerable revenue both to the Government and the city. A measure of this kind could not, he thought, on this account, be introduced by a private member.

HON. MR. BEAVEN said the act did not impose a fee, which was only authorized by order-in-council, and it was perfectly competent, in his opinion, for the hon. member to make the amendment. Even were there a fee imposed by statute it would be perfectly in order for a private member to move to repeal that fee. It was quite competent for the Government to point out that the fee was necessary, but it was quite in order for a member to move the repeal of this tax.

HON. MR. TURNER remarked that the Graveyard Act was a very fitting climax so far of the legislation brought in by the member for Victoria. He had introduced a poison act and a graveyard act, and he understood that the undertakers were petitioning for an Act which would be quite in order to follow the present proposal.

HON. MR. DAVIE said no matter the amount of the revenue which might accrue under the Graveyard Act this reduction of the revenue would unquestionably increase the burdens of the people.

After further discussion the debate was adjourned to enable the Speaker to decide whether or not it was competent for a private member to bring in such a Bill.

DAMAGES TO STOCK.

MR. SWORD moved the second reading of the Railway Bill to make the present Act more definite as to the liability of railways for stock killed on their tracks. There could be no question, he said, that considerable stretches of railway track were not fenced, and in consequence stock was killed. The railways had, it was true, more to fear from the killing of stock than the value of the animals killed.

MR. HUNTER pointed out that the bill was all in the interest of the farmer. He hoped that in committee some provision would be made for the better protection of the railway.

The bill was read a second time.

CROW'S NEST AND KOOTENAY LAKE R.R.

On motion of COL. BAKER, the House went into committee on the act to amend the Crow's Nest & Kootenay Lake Railway Company's Act, Mr. Kitchen in the chair.

A long discussion ensued on the proposal of Hon. Mr. Beaven to introduce the Chinese clauses, the entire question being debated over again. The proposal was rejected on a vote of 16 to 13.

HON. MR. BEAVEN intimated that he should move the clauses when the bill was reported to the House for third reading.

The committee rose and reported the bill with amendments.

NICOLA VALLEY RAILWAY.

On motion of MR. SEMLIN, the Nicola Valley Railway Company's Bill was read a second time. Also, on motion of Mr. Kellie, the Kootenay Lake Telephone Company's Bill.

THE COMPANIES' BILL.

MR. COTTON moved to adopt the report of the committee of the House on the Companies' Bill. The motion was carried and the bill passed.

NELSON AND FORT SHEPPARD R.R.

On motion of MR. KELLIE, the House went into Committee on the Nelson and Fort Sheppard Railway Co.'s Bill, Mr. Cotton in the chair.

A motion to place the anti-Chinese clauses in the bill was lost.

The committee rose and reported the bill with amendments.

THE STOCK BILL.

On motion of Mr. Sword the House went into committee on the Stock Bill, Mr. Hall in the chair.

HON. MR. DAVIE contended that the bill was *ultra vires*, citing decisions on similar bills in Ontario.

The committee rose and reported progress.

WESTMINSTER AND VANCOUVER STREET RAILWAY.

MR. KITCHEN'S bill respecting the Westminster and Vancouver Street Railway was reported from committee, Mr. Beaven's proposal to insert the Chinese clauses being voted down.

MECHANIC'S LIEN BILL.

HON. MR. DAVIE asked that the reception of the report of committees on the Mechanics' Lien Act be postponed until the committee appointed to inquire into the working of the existing Lien Act had reported.

MR. BROWN saw no reason for delay. The Attorney-General had made it a point to oppose his bill from the time of its introduction, notwithstanding that he had agreed during the election campaign, to support a new lien law that would be satisfactory to the working men.

HON. MR. DAVIE—What is that?

MR. BROWN remarked that Mr. Cunningham had at a public meeting in New Westminster produced a telegram signed "Theodore Davie," making the promise that he had referred to.

HON. MR. DAVIE denied ever having sent such a telegram. If one had been read, as the member for Westminster city said, it was a forgery.

The House adjourned until 7:30.

EVENING SESSION.

The House resumed at 7:30.

Mechanics' Lien bill report was adopted.

MR. BROWN moved the third reading.

MR. CROFT rose to a point of order, holding the Bill could not be read a third time on the same day as the adoption of the report.

The SPEAKER ruled it could. The third reading passed on the following division:

For—Semlin, Sword, Cotton, Beaven, McKenzie, Kitchen, Kellie, Brown, Forster, Robson, Dooley, Martin, Keith, Stoddart, Turner, Rogers, Anderson.—17.

Against—Smith, Davie, Eberts, Hall, Nason, Croft—6.

The bill passed.

HON. MR. DAVIE moved second reading Religious Institutions Act, and said it was for the purpose of allowing religious bodies to acquire what land they needed for their purposes.

Second reading passed.

MR. BROWN moved to suspend standing orders for the purpose of moving the third reading, but on Mr. Beaven objecting to the bill being hurried through, withdrew his motion.

The SPEAKER ruled the Graveyard Act was in order.

DR. MILNE moved the second reading which was carried.

In committee on the Burrard Inlet and Fraser Valley Railway, Mr. Stoddart in the chair.

Section 27 providing that municipalities could give the railway exemption or commutation for 21 years, was struck out.

HON. MR. BEAVEN moved to insert his Chinese clause which was lost.

The committee rose and reported the bill with amendments.

In committee on the Ashcroft and Cariboo Railway Bill, Mr. Rogers moved to refer it back to the railway committee to make some changes in regard to the initial point of the railway. After discussion it was suggested that the same thing could be done by letting it go before the House itself. Mr. Rogers dropped his motion.

The House went into committee on the Chilliwhack Railway Bill, Mr. Keith in the chair.

HON. MR. BEAVEN'S Chinese amendment was lost. The committee rose and reported the bill complete with amendments.

The Committee on the Vernon & Okanagan railway, Mr. Croft in the chair.

HON. MR. BEAVEN'S Chinese clause was lost. Committee rose and reported the Bill with amendments.

Second reading of the Vernon & Nelson Telephone Co. Bill was carried.

Report of Bill to incorporate Order of Oblates of Mary Immaculate was adopted, the Bill read a third time and passed.

HON. MR. ROBSON moved that the order for Committal of the Ashcroft & Cariboo railway be rescinded.

The House adjourned at 10:30.

NOTICE OF MOTION.

By MR. MARTIN—On the consideration of report on Crow's Nest & Kootenay Railway bill to move that "this Act shall not come into force until such time as the Dominion Government have placed a duty on the importation of ores from British Columbia."

MR. HALL.—To move that the Dominion Government be asked for an efficient mail service on what is known as the Northern Coast route, by steamers of good speed and accommodation, equal to the American steamers plying to Alaska. The present requirements are, Victoria to Port Simpson, Nass River and way ports, mails to leave Victoria on the 15th of each month, calling at Massett and Skidegate on Queen Charlotte Islands on alternate trips.

HON. MR. ROBSON—On Friday, to introduce an Act relating to placer mines.

Wm. H. Mears, of Tacoma, is at the Driard.

ELECTRIC LIGHTS.

Complete Description of the Plant of the National E. T. & L. Company.

The Tramway Company Successfully Started Their Lighting System Last Evening.

The electric plant consists of two A 35 Thomson-Houston alternating current composite filled dynamos of 650 lights capacity each, and two small continuous dynamos of about five h. p. each, these last two being used to excite the field magnets on the larger machines. The dynamos are driven from a counter shaft, Schiessens perforated belts being used, these belts embody several novel features, and are the first used in B. C. The counter shafting is driven by a 130 h. p. Corliss-type engine, made by the Albion Iron Works, the shafting is also equipped with a Hill friction coupling, thus rendering the engine used to operate the tramway available for the operation of lights should emergency require it; this management renders a "shut down" almost impossible. The switch board is a handsome piece of red wood, which shows off to advantage the polished black marble switches and other instruments used for controling and measuring the current. All the most improved devices have been used on this branch, double, full double throw switches, which make it possible to throw all the lights on to one machine by a single movement, lightning arresters, ground detectors, which will show where the "trouble" is located, and the usual complement of ampere meters, volt meters, rheostats, fuse blocks, etc. The line construction is of the best; no trouble or expense has been spared to render the lines strong, durable, and as little of an eye-sore to the public as possible. Wire of high insulating qualities has been used and poles erected of sufficient height to carry the wire over all telephone, telegraph and other wires, thus eliminating the danger from falling telephone and other wires. All branch lines are equipped with "junction boxes," so that, in case of trouble, any branch may be cut out and the trouble repaired without interfering with the general service. This will be found advantageous in event of a fire in the vicinity of the lines, as it will be but a moment's work to render the wires in that particular locality harmless.

The potential used on the "mains" is 1,000 volts. This, although dangerous, is a lower potential than is carried by the arc light wires.

Before entering the houses the 1,000 volts, or "primary current," passes through a device called a "transformer," or "converter," in which the voltage of the primary current is reduced to 52 volts, so that the "secondary current," which enters the houses, is reduced to less than one half of the potential of the present system of house lighting.

The transferers are placed on poles outside of buildings, in places inaccessible to the public, so that the danger from the high potential used is very slight. Great care has been taken with the interior wiring, the best grades of wire being used, also porcelain switches, rosettes and fuses boxes. The use of porcelain in the above places materially reduces the fire risk. All installations are made in strict compliance with rules issued by the board of fire underwriters.

Among the latest and most improved devices used in this installation is the Thomson Recording Watt meter and the Thomson Alternating arc lamp.

The former is an instrument of considerable ingenuity of design and great excellence of workmanship, which records the exact quantity of electricity that flows through it. These are placed in the houses or stores, and each consumer is charged with only the quantity of electricity actually used by him, thus enabling the consumer to exercise any desired degree of economy in the use of the light.

The lamp used is manufactured by the Thomson-Houston Elec. Co, under the Sawyer-Mann patents. This lamp gives a soft white light very agreeable to the eyes. They also have a long life, and are free from the blackening from use, so marked in the other systems. A most valuable feature of this lamp is a half twist given to the carbon filament, insuring a more even distribution of light than is possible with the straight filament.

The Tramway company make no charge for the renewal of those lamps, which fact consumers will not be slow to appreciate. The Thomson alternating arc lamp is a lamp of handsome appearance and is free from the waving and flickering so common in the ordinary arc lamp. These lamps are much smaller than the arch lamps now in use, and are particularly well suited for store lighting. These lamps are the first of the kind put out by the Thomson-Houston company.

PERSONAL.

Arthur Lee, of Kamloops, is in the city.

George Byrnes returned from the Sound last evening.

J. Stuart Yates came home from the Mainland last evening.

E. J. and Miss Mary Redmond arrived by the Islander last night.

A. J. Simpson, of the Hudson's Bay Co., who has been confined to his room by sickness for several days past, is improving rapidly.

BIRTH.

NEWCOMBE—At No. 16 Bellot Street, Victoria, on the 12th inst., the wife of C. F. Newcombe, M.D., of a son.

MARRIED.

OLDERSHAW—BEATTIE—On the 10th December, 1890, at St. John's Church, Fielding, New Zealand, by the Rev. A. S. Innes-Jones, Robert Brooke Harris Oldershaw, son of Robert Piggott Oldershaw, of London, to Frances Kate (Frankie), second daughter of the late James Beattie, of Fielding, and grand-daughter of the late A. C. Anderson, of Victoria.

STRENSON-SMITH. In this city on the 9th, at the Baptist Parsonage, by the Rev. M. L. Rugg, W. J. Steenson to Jeannie Smith, all of this city.

BOWRON—NORTHCOTT—At Quesnelle, B.C., on the 25th of February, by the Rev. F. D. Brooks, John E. Bowron, son of John Bowron, Esq., Gold Commissioner of Cariboo, to Alice M. M. Northcott, eldest daughter of Wm. W. Northcott, of Victoria, B. C.

DIED.

ANDERSON—In this city, on the 12th instant, William Cummings Anderson, a native of Edinburgh, Scotland, aged 54 years.

MAINGUY—At Chemainus River, on February 12th, Roy Beckwith, son of D. W. and M. E. Mainguy, aged 7 months.

BENTLEY—On January 28th, 1891, at 8, The Lawn, Saint-Leonard's-on-Sea, England, Walter James Bentley, Comox, aged 42 1/2.

STEMLER—At 6 o'clock, on Tuesday evening, Louis James, infant son of Louis and Mary Stemler, aged 9 months.

NEWCOMBE—In this city, on the 12th instant, Marion, the beloved wife of C. F. Newcombe, M.D., aged 33 years.