

AROUND THE HOTELS

One of the "Gardens of British Columbia" That Has Been Little Written About.

Andrew Olsen, the El Dorado Claim Owner Here on His Way North.

Victoria's Recently Appointed City Engineer Arrives From the East.

J. M. Robinson, Peaschland, B.C., is a registration at the Hotel Driard, under yesterday's date; and as Peaschland is not quite so well known to the outside world as Victoria or yet Vancouver, a little gossip concerning the place and its prospects may be appropos.

Peaschland is not yet a city, but "it is to be some day." It is a decidedly pretty village of perhaps 150 population, located sixteen miles below Kelowna and twenty miles north of Penticton. The name, so full of delicious suggestiveness, was given for cause, the village adjoining Charles Lambley's famous ranch which enjoys the reputation of producing the finest peaches of the Pacific Coast.

Peaschland is always to be associated with cream peaches, the country tributary to the new town is as promising for dairy- ing as for fruit growing possibilities. The sugar to make the dainty dish comes will come later, for northern growth is among the contemplated industries of the fertile district.

Not in Peaschland without resources in the mineral line, several very promising gold-copper propositions being under development in the immediate vicinity. In the claims owned by the Peaschland Mining Company are working some with- in the village limits. There is one showing well, its value is \$22 in gold and \$17 per cent. copper, while other assays have run as high as \$40 in gold and copper. The company, composed of persons residents entirely, have spent \$10,000 already in the exploring and development of the property.

The Canadian American Gold Mining & Development Company, of which Mr. Robinson is president and manager, have thirty-eight claims, and as Peaschland and Penticton, the ore they will work being chiefly free milling gold quartz. This company has been working for about a year and a half, and will crown grant some twenty-five claims this summer, as soon as they can survey. They have also located a new mine about fifteen miles back in the hills from Peaschland, which is known as Glen Robinson and of which a great future is confidently predicted.

The village of Peaschland is populated entirely by ex-Manitobans, who took the advice of their pioneer, Mr. Robinson, and came into existence one year ago, the colonists from Manitoba including thirty children of school age, with a teacher, a university and normal school graduate who at once took their education in hand.

As soon as they settled in their homes, the settlers built up Peaschland with their own expense, equipped it with every modern accessory, and formally opened in August last.

The Peaschlanders are for the most part from the neighborhood of Brandon and Carberry, and it is part of their policy, initiated by Mr. Robinson, to divert the streams of health seekers from Manitoba to the Okanagan valley.

Very many people, as is well known, find the cold of the Prairie Province too much for their constitutions, and in the past these have drifted to California, there to find climate and a better climate. Lately the drought has been causing a rapid diminution of the population of Ontario and other Canadian colonies in the Golden State, and those who are looking backward to their own country from the States, as well as those contemplating a change to the Eastern provinces, the Peaschland people present the advantages of the Okanagan, with its incomparably mild and dry climate.

One recent addition to the resident population tried the Coast first for lung troubles, and found it very heavy. Then he went to Kamloops, and found too much dust there. He is now regaining his lost health and strength in Peaschland, and has not had an ill day since his arrival there.

As an auxiliary factor in its development it is situated on the bank of one of the favorite health resorts of the province. The village has not yet become possessed of a physician or an undertaker—for there are no hotels in the town that would fare none too well in the new town. The undertaker would be the only one of the kind in the town, and a chance of securing any business—for the doctor would possibly starve to death for lack of patients.

One part of Mr. Robinson's present business to the capital is to interview the government with regard to the desirability of constructing a road from Peaschland to Princeton. At present, residents of the latter place are obliged to bring in their supplies by way of Spence's Bridge, a tramp of 122 miles, while by the building of 43 miles of road over the full length of the route, the business of engineering difficulties, by way of Glen Robinson and the old Granite Creek trail, the new town would be brought into close communication with the lake steamer service.

Capt. Magnuson of the steamer Claycroft was a guest at the Queen's hotel last night, and by the time the Colonist is in the hands of its readers this morning will be away with his steamer with a full cargo of lumber for Texas and elsewhere. The steamer has been heard, initiated a regular service some time ago between this camp and Victoria, making weekly trips. The business has latterly grown to such proportions, however, that with the new month's departure voyages will be rendered imperative in order to accommodate the business offering.

The Van Anda smelter, for which the Claycroft is carrying cargo, is intended, is now being rushed as fast as sixty or seventy men can advance it, and its foundations are complete and with a large addition of workmen in the next week, it is hoped to have the smelter finished and ready for the handling of ore in about ten days from date. It will have a capacity of 50,000 tons of ore, and as soon as it is completed the diaphragm will be worked to their full capacity.

There is already several thousand tons of ore on the dump, while the Cornell and Van Anda are both putting in air drills and other modern appliances by which their producing capacity will be greatly improved. The machinery for the new smelter is from New York. Part of it is now on the ground, while the remainder has just reached Vancouver and is awaiting transportation to the rich little island.

Big Andrew Olson, the Eldorado claim owner, is again a visitor to the city, and with his partner, John Wick, to be found at the Victoria hotel. Olson when he came out of the Klondike last year was perhaps second only to Big Alex. McDonald in the possession of hard won wealth. He was therefore one of the most talked about of the Klondike pioneers—and one of the best known to all readers of the newspapers. He and his partners are now returning north to resume the digging of gold on their various properties, which have been merely represented during the just-passed winter.

When Olson was last here, on his way out, he was happy in his heart, that the mere possession of a fortune estimated at a million dollars would not bring. He was going "home," after twenty years of roving in the north—a wilderness—going home to surprise the loved ones whom he had neither seen nor heard from in years, and for whom his possession of riches meant infinitely more than it would to any other man. This was his going home that he had thought of and dreamed of in the rugged north; it was for this that he had waited through arduous years.

And when the tramp over the trails was over, the steamer trip completed, and the fast express had landed him back in his old home, what was it that the returning Argonaut found? New, strange faces everywhere—strangers to him, but familiar, but few among the residents by whom he was so much as remembered. His family—father, mother and four brothers and sisters—were all dead. There was nothing to surprise; none to share his fortune.

And thus it is that, while he had little thought returning to the mines when he was last in Victoria, Andrew Olson is now returning to his claims on Eldorado. There seems nothing else for him to do.

Capt. Barneson, sr., of Port Townsend, was at the Oriental yesterday, renewing acquaintance with a few of the very old timers who are interested in the old world. Captain Barneson is the father of Captain Barneson, the well known Puget Sound shipping magnate who has christened the father of yachting on Puget Sound, so that he himself may be termed perhaps the grandfather of the sport.

Another name who has recently won distinction in command of a Manila transport ship—the ship making the return to the tropics embarking at San Francisco—while the veteran now in Victoria has only recently retired from active service, celebrating his sixtieth anniversary by transferring the command of his ship to his youngest son.

Few there are of those who sail the seas who can point to such a record.

Cheng Yuen, of Portland, Ore., at present a guest at the Queen's hotel, is one of the few Chinese residents of Victoria who are interested in the return to the Flowery Kingdom to spend their latter days in comfort and content. He is Americanized to the core, and has even gone so far as to marry an American girl, and has adopted American methods. He has already made a snug little fortune for himself as a salmon canner and is now turning his attention to the silk raising industry in America.

R. N. Clay, of Tacoma, who was here last night, was a visitor to the Klondike, where he has valuable property on Hunker creek, is again at the Queen's. He is now returning to Tacoma, where he has a party of ten or twelve Tacoma citizens. They will go up by the Cottage City.

Among the arrivals from the East who registered at the Dominion last evening were W. B. Ferguson, C.E., of Toronto, Victoria city engineer, and Mr. Ferguson is a veteran in his profession, and has had long experience in sewerage, water works and kindred municipal engineering. He is prepared to enter upon the duties of his new position immediately.

W. A. Munro, manager of the Anglo-American Canning Company's canneries on the Fraser river, is at the Driard, Hotel. He is a native of the Northland, and has been in the business since 1870. He is now in the city on a visit to his family.

Bruce White, manager of the Mollie Gibson mine, Nelson, and one of the owners of the Stocan Star mine, is at the Driard. Mrs. White accompanies him.

John Fry, with his niece, Miss Bertha May Green, are guests at the Dominion on their way north. Mr. Fry is proprietor of a profitable roadside house on the Klondike, and has a number of valuable claims. She has given her name to Little Victoria, and is an enthusiast upon the great future of the northern mines. With her uncle, Miss Green has recently been enjoying a holiday in "the outside."

Sidney Toy, superintendent of the Golden Eagle mine, Alberni, is a guest at the Hotel Wilson, intending to return to the Coast very shortly. He says that work on the Golden Eagle, which has recently been suspended on account of snow, will be resumed on the 1st of April. Before returning to Alberni, Mr. Toy will visit Gordon River with his principals.

W. H. Hill, wife and family, and C. H. Hill, all of Philadelphia, are at the Dominion, en route to the Northland. The Messrs. Hill are already owners of some good mining property near Junction, and are going into Cassiar to engage in hydraulic mining on a pretentious scale.

H. Schultz, of Vernon, who is suing for a divorce from his wife, is, during the trial, a guest at the Dominion with Constance and Simmons and G. W. Stimp, who are here as witnesses. The respondent is understood to be in California at present, and the petition will not be opposed.

A. R. Ginnold, of Fort Yukon, is at the Hotel Victoria. He has been enjoying a vacation in civilization and is now returning north.

E. E. Oster, of Chicago, and A. C. McLaughlin, of Montreal, are among the recent arrivals at the Hotel Victoria. The latter is one of the veteran com-

mercial men of Canada.

Customs Officer Frank P. Zent, of Seattle, and J. McKee, jr., a native son and prominent agriculturist of Ladang, are guests at the Oriental.

Lieut. E. S. Martin, R.M.L.S., who has recently been appointed to H.M.S. Phaeton, arrived direct from England last evening, and is at the Hotel Victoria.

H. O. V. Buzzard, of Port Townsend, who with Henry Smith owns the promising Lenora mine, was at the Queen's last evening. He goes up to visit his interests at Mount Sicker this morning.

E. H. St. Louis and Mrs. St. Louis, his mother, are down from Shawinigan and guests at the Queen's; the former leaves for Skagway in a few days to assist his brother in installing an electric plant on their property.

F. G. Baker and his bride, from Vancouver, are spending their honeymoon at the Hotel Victoria.

Samuel G. Pugh, auditor of the C.P.R. with headquarters at Vancouver, is at the Victoria. Mrs. Pugh accompanies him.

H. Michaelson, the Montreal jewellery traveller, has just returned from Portland, and is again at the Driard.

J. B. Ferguson and J. M. Lefevre, M.D., are guests at the Hotel Driard.

A. M. English, of Strathroy, Ont., is at the Wilson.

INDIAN MISSIONS.

A Thrilling Account of the Work in British Columbia by Rev. Thomas Crosby.

From the Montreal Witness.

The story of Indian missions on the British Columbia Coast is full of interest. Great have been the changes wrought by means of Christianity among a people among whom existed degradation and heathenism of the worst kind. No less remarkable than the results of the mission is the story of the man who has been one of the principal instruments in the work.

Forty years ago there lived with his parents in Woodstock, Ontario, a Yorkshire lad named Thomas Crosby. Of the whole family of fourteen his mother said he was the most reckless and introduced into the world of his father.

In the winter of 1859 he was one evening invited, entirely apart from his intentions or inclinations, to attend a prayer meeting. Through the influence of that meeting he became a changed lad. Tract distributing, Sunday-school teaching and local preaching were in turn taken up, and at the end of three years Thomas felt a strange drawing toward the mission field. His mother hesitated to consent to his proposal to become an Indian missionary, but the same Christian like spirit that actuated her son gave her the words, "God will say 'Go, Thomas, and God be with you.'"

He was thirty-seven years ago, and yesterday the veteran missionary led his hearers in the Dominion Square Methodist Church with the tale.

The morning text was Ps. xxviii, 6. Prayer and its answer was the theme. In the afternoon the missionary turned the Sunday school to an address and appeared in an Indian chief's costume. At night a platform meeting was held, and for over an hour the large congregation listened to his wonderful story.

The American war was on, he said, when he went out first. There was no railway across Canada then, so he went via New York. He took his first ship to reach Nanaimo, his first station. There he built the first school, learned the language of the people, taught them the principles of Christianity and introduced the blessings of civilization. He traveled for year by canoe up and down the coast, and in the winter he carried his capes and inlets, really six thousand miles of coast line, working, preaching and teaching amid innumerable dangers and discomforts, but with the most remarkable results.

Fourteen years ago the steambot "Glad Tidings" was wrecked. The boat was nearly wrecked twice, but she was recently inspected and repaired and is now pronounced as good as ever.

After twelve years on the island of Vancouver, with headquarters at Nanaimo and Chilliwack, the Rev. Mr. Crosby was sent to Fort Simpson, which at present is a port rather than a station, about twelve hundred miles from his former stations. The missionary's account of the hardships of the route, the dangers, and the great change Christianity had wrought among them, was stranger than fiction. Man-eaters and dog-eaters, witch-doctors and slave traders had been turned into powerful preachers of the gospel. When he went there, there was not a known Christian in the parts, now there are two thousand converts on the coast, and probably as many more have died in the faith since the work commenced. A grand work had been done for the poor Indian girls who were sold into slavery. There are still thousands of heathens, but the knowledge of Christ. Some have touched the fringe of civilization, but they have no teacher or teacher and no Christian civilization has brought to many of them more harm than good. The idea that the Indian is doomed to extinction is a false one, he said, and the fact that thousands have died in recent years is due to the slowness with which medical missionaries have followed the progress of commerce and the Indian was not prepared for the changed conditions brought about by civilization itself.

Mr. Crosby left the West last fall to attend the general conference of the Methodist church in Toronto, and intended returning in a month or so, but was, however, thought wise that he should make a tour in Eastern Canada before returning. He has visited centers in Ontario and the Maritime provinces, delivering no less than a hundred and ninety addresses, and travelling thousands of miles. He expects now to return in two or three weeks, and the Square church last year gave \$1,230 to him. It is likely to do even better this year.

Mr. Crosby will lecture in the church again this evening at 8 o'clock.

Following is an Indian translation of the first verse of the well-known hymn "Even Me."

Me anne nk nona wet com goddan  
Ti wa lewll sch ayah  
Non ti axi gonax cam yobut  
Dee lee axi gonax ayah  
Pish non  
Tish non yon

"Here's the benediction for you," as the milkman remarked when he showed the can under the snout of the pump—Cleveland Plain Dealer.

Dispensa in its worst forms will yield to the use of Carter's Little Liver Pills, not only relieve present distress, but cleanse the stomach and digestive apparatus.

LETTER FROM ATLIN.

A Victorian Writes of the Conditions in the New Gold Fields.

In a letter to a friend in this city dated at Atlin City on March 9, Fred E. Clement says: "I have not had a chance to write you before because we have not had any mail service here, but now we are promised mail twice a week. I landed in Skagway on February 19 and it was the coldest day of the winter, 6 below zero. \* \* \* Log Cabin is quite a lively place, built up of tents and a few log houses, and a population of three or four hundred. There is no work here but driving teams for the freighting companies and I think they have all the men they want. I walked to Atlin in three days, a distance of 65 miles. Atlin is growing rapidly and several buildings are going up every day. There are three or four hotels and other public buildings. Board is away up and runs from 50 to 75 per day. There are lots of Victorian people up here in business of all kinds. \* \* \* I was up to my ears in everything up to two or three times over. There must be over a thousand claims staked. The snow is so deep that we cannot get out of the snow until it gets warmer and then I am going out to try my luck. There are lots of claims staked that cannot be worked. It is now 30 to 50 below zero here every night and about zero through the day. There are four saw mills here but only two of them are running while the others are all just getting ready. The trails are all good but with a few warm days they would be very soft."

PEEL AND DISRAELI.

The Letter Which Disraeli Contrived to Forget.

The following letter from Disraeli to Sir Robert Peel was known only to a few up to the time of its publication in the private correspondence of Sir Robert Peel a few weeks ago:

Grosvenor-Gate, September 5, 1841.

Dear Sir Robert—I have shrunk from obtruding myself upon you for some time, and should have continued to do so if there were any one on whom I could rely to express my feelings.

I am anxious to trouble you with claims similar to those with which you must be wearied. I must not say that I have thought since 1834 for contracts for my party, that I have expended great sums, have exerted my intelligence to the utmost for the propagation of your policy, and that position in life which can command a costly seat.

But there is one peculiarity in my case on which I cannot be silent. I have had to struggle against a storm of political hate and malice which few men ever experienced, from the moment the investigation of a member of your cabinet, I enrolled myself under your banner, and I have only been sustained by the justice and that magnanimity which I feel are your characteristics—to save me from an intolerable and a cruel fate.

I confess, to be unrecognized at this moment by you appears to me to be an overwhelming, and I appeal to your own sense of justice and that magnanimity which I feel are your characteristics—to save me from an intolerable and a cruel fate.

Believe me, dear Sir Robert, your faithful servant, B. DISRAELI.

This letter was backed up upon Sir Robert's appeal to Sir Robert from Mrs. Disraeli, written to all appearances, without her husband's knowledge:

(Confidential.)

Grosvenor-Gate, Saturday Night, Sept. 5, 1841.

Dear Sir Robert—Peel I beg you not to be angry with me for my intrusion, but I am overwhelmed with anxiety. My husband's political career is forever crushed if you do not appreciate him.

Mr. Disraeli's exertions are not unkind to you, but there is much he intends to do which you cannot do, though they have had no other aim but to do you honor, no wish for recompense but your approbation.

He has stood four most expensive elections since 1834, and gained seats from Whigs in two, and I pledge myself as far as one seat, that it shall always be at your command.

Mr. C. A. Holland, for the sub-committee on real estate, suggested that Mr. Disraeli's value or real estate be checked with the assessments, which he has done. Mr. Disraeli would be done—and asked if it came within the scope of his duty to ascertain the amount of compensation to be claimed by those whose business would be interfered with during construction. An affirmative reply was given and a long discussion ensued on the effect of construction work on the Sayward and Taylor mills. Mr. Disraeli declared that carrying out the contemplated harbor improvements would necessitate the suspension of all business for a year at least.

Mr. Disraeli held that while Mr. Sayward would be obliged to suffer a temporary loss of business, the subsequent increased advantages would more than compensate him, some sacrifices entailing upon all citizens.

Another point touched upon by Mr. Holland was that it appeared to the sub-committee that Mr. Disraeli had underestimated the loss in taxes on land which in carrying out the scheme would be taken over by the city. It was estimated at \$11,000 originally, but at the suggestion of the sub-committee had been increased to \$24,000.

Mr. Disraeli informed the general committee that he had received a letter from Hewitt Bostock, M.P., containing an assurance of that gentleman's support, and supposed that he had also received a most encouraging letter from Mr. S. M. Robins of the New Vancouver Coal Co., and that he had been given a letter by Mr. James Dunsmuir that he would render the project any assistance in his power.

The discussion was purely preliminary and informal, but it kept the committee steadily engaged from 10 until noon.

FACTS ABOUT BABY CARRIAGES.

Brakes Now on Nearly All—Rise of the Go-Cart.

The predecessor of the present prevailing style of baby carriage, thirty or forty years ago, was built like a chair; it had but two wheels, and the body, which had a folding carriage top, was supported on straps attached to a wooden frame. This carriage was drawn by means of a tongue in front, an attachment to the front side of the tongue, near the body of the carriage was an iron foot or rest upon which the carriage was supported when the tongue was not held. The immediate successor of the old style carriage was the perambulator, a baby carriage with three wheels, two at the back and one in front. It was pushed instead of being pushed instead of drawn. The perambulator was succeeded by the four-wheeled carriage, which had a folding top. In the course of time baby carriages, as they are now called, were introduced to prevent accidents when the carriage was left unguarded.

One of the first was a sliding bar attached to the running part of the carriage and having a forked end which fitted a spoke, thus locking the wheel. There were a number of styles of baby carriages, and they are in common use, being applied to low-priced carriages, as well as to the more expensive ones. The modern baby carriage is made in a great variety of styles, cheap and costly, some of them being at prices remarkably low. It is a vehicle admirably adapted to the uses to which it is put, and it seemed, excepting as to details, as though in its present shape it had reached the final stage of its evolution; but now the go-cart, a baby carriage of a different mode, is pushing it hard.

The use of the total stock of vehicles used for baby carriages this year in a greater variety of styles than in any previous season; and the cheapest of them cost considerably less than the most expensive baby carriage. The go-cart has been in use for four or five years, but the demand has increased from the start and is still increasing.

The go-cart is propelled from behind like the ordinary baby carriage, but it is a vehicle of much less bulk and more like a chair on wheels. Originally it was used only for older children, that is for children old enough to sit up, but it is now made with a movable back that can be set up and down, and so made a reclining as well as a sit-up vehicle. One of the reasons why it is supposed to command the market is that it is supposed to be tipped at any angle and held in demand the go-cart especially for city use.

RECENT DEATHS AT DAWSON.

Two Murderers Awaiting Execution Cheat the Gallows.

A list of recent deaths sent from Dawson, including those who have died since January 20 last, comprises a score of names. Two of the dead by disease should have and would have in due course of time, paid with their lives the penalty fixed by the law for murder.

February 2—John McPhail, Scotland, scurvy.

February 3—Walter E. McDonald, Winnipeg, consumption.

February 2—Lobby White, Colorado, suicide.

February 2—David Evans, Wales, suicide.

February 1—Winfield S. Parker, Kentucky, hemorrhage.

February 3—William Alexander, Ireland, pneumonia.

February 7—Jefferson Talbert, Kentucky, hemorrhage.

February 12—William Mitchem, Tennessee, pneumonia.

February 13—Henry L. Fischer, infant.

February 12—Andrew S. Kirby, United States, pneumonia.

February 7—John Hughes, New York.

February 7—Daniel McGillivrey, Nova Scotia, pneumonia.

February 13—Frank Nantuck, Indian, scurvy.

February 15—Edward Flat, Northwest Territory, scurvy.

February 17—Joe Nantuck, Indian, scurvy.

February 16—S. W. Banks, Australia, heart disease.

MECHANIC.

It is almost impossible to get anything like an approximately correct list of those who die in the Far North, owing to the isolation of thousands of men on the various creeks in a practically unpopulated country, but as fast as deaths by accident or disease are reported and the substantiated they are given publicly.

SPECIAL SESSIONS.

Full Court Met Yesterday and Will Meet Again on April 10.

There was a special sitting of the Full court yesterday to hear the appeal of the plaintiffs in the case of the E. & N. Railway Co. vs. the New Vancouver Coal Co., against the decision of Mr. Justice Irving ordering Mr. S. M. Robins, superintendent of the defendant company, to answer certain interrogatories.

Justice Walker, Drake and Martin presided. The argument was chiefly on the question asking Mr. Robins to answer the interrogatories. The defendant's counsel, Mr. S. M. Robins, contended that the interrogatories were not proper, and that the company was not bound to answer them.

The court decided in favor of the plaintiffs, and ordered Mr. Robins to answer the interrogatories. The court also granted a writ of habeas corpus to Mr. Robins, who had been detained in prison on account of his refusal to answer the interrogatories.

The court also heard the appeal of the plaintiffs in the case of the Iron Works vs. Centre Star, from the order of Mr. Justice Martin refusing a writ of habeas corpus.

The court granted the writ of habeas corpus, and ordered the plaintiffs to pay the costs of the appeal.

The court also heard the appeal of the plaintiffs in the case of the Iron Works vs. Centre Star, from the order of Mr. Justice Martin refusing a writ of habeas corpus.

The court granted the writ of habeas corpus, and ordered the plaintiffs to pay the costs of the appeal.

PRELIMINARY REPORTS.

Meeting of the Committee Appointed to Investigate the Sorby Harbor Scheme.

Sub-Committees Present Their First Reports—Engineer Communicated With.

Preliminary verbal reports from each of the sub-committees were presented to a meeting of the general committee investigating Mr. Sorby's harbor improvement scheme, over which the Mayor presided at the City hall yesterday. The sub-committees gave an abstract of what they have already accomplished, promising full and formal reports when their labors shall have been completed, and an adjournment was taken sine die.

The meeting was attended by Messrs. G. H. Burns, MacGregor, B. W. Pearce, T. B. Hall, C. A. Holland, Capt. J. G. Cox and C. F. Todd, the last named replacing Mr. A. G. McCandless upon the committee.

Speaking for the sub-committee on revenue, Capt. J. G. Cox intimated that Mr. Sorby's estimate appeared under rather than above the actual—his calculations being based upon a total of 123,000 tons of freight handled at all the city wharves, whereas the actual—his calculations reported to them 121,450 tons. Porter's and one other wharf not being included. Requests had been made for information from Vancouver, Seattle, Tacoma, and other points as to the wharfage charges on merchandise, but the replies had not yet been received.

As to the engineering features of the plan, Mr. Pearce reported that his committee had after consultation with Mr. Sorby, written to Mr. Roy of New Westminster, the resident engineer of the Dominion government, asking if—with the consent of the minister—his committee would undertake an expert investigation of the entire project. The minister of public works had also been communicated with, and whether he would be willing to undertake an expert investigation of the project. The minister of public works had also been communicated with, and whether he would be willing to undertake an expert investigation of the project.

Mr. John Kennedy, C.E., harbor master of Montreal, had been asked to name the honorarium for which he would visit Victoria and make a report of the same nature.

Mr. C. A. Holland, for the sub-committee on real estate, suggested that Mr. Disraeli's value or real estate be checked with the assessments, which he has done. Mr. Disraeli would be done—and asked if it came within the scope of his duty to ascertain the amount of compensation to be claimed by those whose business would be interfered with during construction. An affirmative reply was given and a long discussion ensued on the effect of construction work on the Sayward and Taylor mills. Mr. Disraeli declared that carrying out the contemplated harbor improvements would necessitate the suspension of all business for a year at least.

Mr. Disraeli held that while Mr. Sayward would be obliged to suffer a temporary loss of business, the subsequent increased advantages would more than compensate him, some sacrifices entailing upon all citizens.

Another point touched upon by Mr. Holland was that it appeared to the sub-committee that Mr. Disraeli had underestimated the loss in taxes on land which in carrying out the scheme would be taken over by the city. It was estimated at \$11,000 originally, but at the suggestion of the sub-committee had been increased to \$24,000.

Mr. Disraeli informed the general committee that he had received a letter from Hewitt Bostock, M.P., containing an assurance of that gentleman's support, and supposed that he had also received a most encouraging letter from Mr. S. M. Robins of the New Vancouver Coal Co., and that he had been given a letter by Mr. James Dunsmuir that he would render the project any assistance in his power.

The discussion was purely preliminary and informal, but it kept the committee steadily engaged from 10 until noon.

THE CONVERSION OF "CRUISER."

How an American Tamed the Most Victorious Horse in England.

Under the title, "An Invincible Horse-Tamer," Lida Rose McCabe rehearses in St. Nicholas the story of John S. Raley's career in America and England as a breaker of colts and tamer of vicious horses. It is a story of the most remarkable kind, and one which has been the subject of much speculation and interest.

Raley was born in England, and was a breaker of colts and tamer of vicious horses. He was a man of great strength and courage, and was able to tame the most vicious horses in England. He was a man of great strength and courage, and was able to tame the most vicious horses in England.

Raley was a man of great strength and courage, and was able to tame the most vicious horses in England. He was a man of great strength and courage, and was able to tame the most vicious horses in England.

Raley was a man of great strength and courage, and was able to tame the most vicious horses in England. He was a man of great strength and courage, and was able to tame the most vicious horses in England.

Raley was a man of great strength and courage, and was able to tame the most vicious horses in England. He was a man of great strength and courage, and was able to tame the most vicious horses in England.

Raley was a man of great strength and courage, and was able to tame the most