From The Daily Colonist, April 11.

## LOCAL AND PROVINCIAL.

**Wharf Lease.**

There is no truth in the statement made in the Times of Wednesday evening to the effect that Turner, Beeton & Co. had leased their wharf to the C. P. N. Co.

**The Jubilee Hospital.**

Tenders are invited by the architect, Mr. Jas. Teague, for the electric lighting and fitting with electric bells of the Provincial Royal Jubilee Hospital; also, for the fencing, gates, etc., of the grounds of the institution.

**Freights and Trade.**

The Islander's freight last night consisted of three carloads of mixed merchandise.

The steamer Olympian last evening brought one carload English goods and two carloads mixed merchandise.

**Travelers.**

The steamer Walla Walla sailed from San Francisco yesterday morning with the following passengers for Victoria: A. C. Flummerfelt, E. B. Dean, George W. Mitchell, Mrs. McNevin, Mrs. R. L. Sears, H. C. Haven and F. P. Whitney.

**C. S. Mission Concert.**

The concert given in the C. E. Mission rooms, at Victoria West, last evening was well attended, a large number of young folks having left the post office in a bus at 7:30 to be present. A good programme, which had been carefully prepared, and refreshments supplied by the ladies, were thoroughly enjoyed.

**An Echo of the Ball.**

All the good things that remained over from the grand ball were disposed of at the luncheon served in Assembly Hall dining room yesterday. Although full returns are not in yet, it is announced that the Married Ladies will be in a position to donate in the neighborhood of $2,000 to the Jubilee Hospital.

**British Columbia Beef.**

A trainload of cattle arrived at Westminster on Wednesday from Ashcroft, the greater proportion of which were for Victoria butchers, and which were brought down by the Yosemite yesterday afternoon. Without exception, they are the finest lot of beeves to reach this country in a year, and far superior to the cattle brought in to supply the Christmas market. They were stall fed, and show the benefit of careful attention at every point.

**Will of the Late Mr. Chisholm.**

The will of the late Mr. Donald Chisholm, M. P., was read at Westminster on Monday afternoon. It leaves the whole of his estate, personal and real, to his niece, Miss Annie Chisholm, who for so long lived with and attended to him, and who nursed him so tenderly and lovingly through his last illness. The estate is valuable, and is popularly worth $100,000. It is chiefly in real estate in Westminster, Vancouver and throughout the district.

**City Police Court.**

The only case in the city police court yesterday morning was that of Sadie Lee, charged with being an inmate of a house of ill-fame. The defendant did not appear, and the case was further adjourned until next Thursday. The unfortunate girl told a police officer that she had received a telegram from the man who had caused her so much trouble requesting her to go to Fort Townsend, where he now is, but she did not want to go back to him as he treated her like a slave.

**R. C. Art Association.**

A meeting of the British Columbia Art Association was held at Mr. Shrapnel's studio on Tuesday evening last, when vice-president, secretary and treasurer were elected. It was decided to hold an exhibition about the middle of July, and also to form an art union in connection therewith on the same grounds as the Ontario Society Art Union. All persons interested in art and wishing to join the association are requested to communicate with Mr. T. Bamford, secretary.

**A Strong Combination.**

The high wind which prevailed all yesterday together with the dust that was by nature intended to remain on the surface of the earth, formed a combination so strong and oppressive that pedestrians were forced to bow before it in order to save their eyesight. The dust storm was not only most unpleasant but it worked considerable damage to the goods at the store doors; it should impress the city fathers with the necessity of seeing that the street sprinklers are ready for service at a moment's notice.

**Death of Wm. E. Morse.**

Many old residents will remember the tall form and genial countenance of the late Wm. M. Morse, who, several years ago, with his family resided on Yates street. After leaving this city, Mr. Morse returned to Toronto, his former home. There his doors were always thrown wide open and a generous hospitality extended to British Columbians visiting that city. He had of late years retired from business and devoted his leisure hours to works of charity and benevolence. He died surrounded by his family, on March 22nd, at his home, 55 Avenue street, Toronto.

**A Poor Speculation.**

Several weeks ago the city council were favored with a rush of communications complaining of a nuisance existing on the vacant lot at the corner of Government and Pembroke streets. Acting upon the matter complained of, the council offered a reward of $25 for the conviction of any person depositing garbage on the lot in question. One John A. Saul determined to secure the reward, and had John Doherty summoned in the police court. The result of the test case was thus explained to the council last night by Ald. Harrison: "After remanding the case eight times for one reason or another the magistrate finally fined Doherty $5—and now we have to pay out $25. Ugh!"

**A Promising Case.**

Officer Irvine, of the city police force, has not yet allowed his test case against Yuen Ice, charged with smoking opium, to fall to the ground. It will be again brought before the court on Wednesday next. Mr. Belyea, counsel for the defence, argues that the statute under which the municipality is empowered to collect a license fee from opium smokers is ultra vires of the provincial legislature which enacted it, as it is an interference with the regulation of trade and commerce, and its passage only lay within the jurisdiction of the Federal parliament. He also claims that the passage of such a statute was contrary to the terms of the treaties in existence between England and China, and he is prepared to fight the issue through every court in the land. The case promises to be a very interesting one.

**Great Salmon Catch.**

Even the fishermen, who least like to speak on the subject, are now willing to admit that the run of spring salmon in the Fraser this year is really wonderful. Never in the history of the river since white men first cast a net in it has such a run been known, and the oldest Indians agree that they never heard of such a marvelous season. Every day the fishermen come in with handsome catches, 20, 25, 30 and even 40 fish to a boat, and then after working only a portion of the day. Tuesday night, however, topped all records, and every boat that fished even a couple of tides captured at least 25 fish. One lucky fisherman caught 50 fine salmon in one drift, the largest catch of spring salmon on record at one haul. Unfortunately the demand for salmon in the East is drooping off, and if the present run continues the fishermen will be obliged to sell the large portion of their catch. Columbian.

**Business Changes.**

Messrs. Marchant, Futcher & Co., of 41 Fort street, yesterday bought the stock of Japanese goods recently owned by C. Gabriel & Co., and have commenced moving the goods into their premises on Fort street. Since Marchant, Futcher & Co. commenced business a few months ago their trade has increased tenfold, and they now do a splendid business. The firm, besides doing a large local trade, have already opened up a good trade on the mainland and in the east, where they send large consignments almost daily.

**From London.**

The British bark Earl of Derby, Capt. Stephenson, arrived in Esquimalt yesterday morning, 145 days from London. The Earl of Derby is 861 tons register, and has a full cargo of naval stores and general merchandise consigned to Messrs. Robert Ward & Co. of this city. The long trip was caused by heavy winds which the vessel encountered the entire way from the old country. She will discharge powder and naval stores at Esquimalt before coming around. This is the fourth large ship that has unloaded in Victoria since January.

**The New Flouring Mill.**

The plans and specifications for the new flouring mill and warehouses for the Mount Royal Milling Company, to be erected on Store street, are being prepared by L. Buttress. Trimen and tenders will be invited for their construction in about a week. The buildings will cost in the neighborhood of $50,000. The work of blasting the rock for the excavations is being pushed forward by W. Gordon, of the Hamilton Powder Company, and before long another of the many buildings to be erected in Victoria during the coming year will be well under way.

**Along the Docks.**

Bark Tythonus, Capt. Lambert, which left here Nov. 9th with a full cargo of salmon for London, was spoken March 7th in lat. 2 N., lon. 31 w., 140 days out.

Steamer Rainbow took on supplies for the northern coast yesterday, and leaves this morning for Vancouver where she loads more freight before proceeding North.

Steamer Sardonyx will be launched on Saturday.

Tug Pilot leaves for Departure Bay to-day with powder, ex. bark Earl of Derby.

**Victoria Real Estate.**

Dalby, Ballentyne & Claxton yesterday closed the sale of twenty-five acres, fronting on the Gorge Road and the Burnside Road, to Portland capitalists for the sum of $33,700. This land was sold to Messrs. L. Redon and J. Nicholles about six weeks ago for $22,000. It is gratifying to note that outsiders are being attracted by the excellent investments offered in Victoria. The above is but one of the many sales of Victoria realty made to non-residents. A few days ago a Montreal gentleman purchased twenty-eight acres on Oak Bay avenue, while many smaller sales have also been consummated to foreigners.

## OBITUARY.

**Death of Ex-Councillor John Boyd.**

At exactly 4.20 o'clock yesterday afternoon Mr. John Boyd, one of Victoria's best known and most highly respected citizens, passed away at the residence of his son-in-law, Mr. R. J. Horton, No. 149 Chatham street. Mr. Boyd had been failing for some time and his death was not wholly unexpected, although it proved a severe blow to his relatives and many friends. The deceased was born in Glasgow, Scotland (where he learned his trade as a weaver), in 1820, making him at the time of his demise 70 years old. He came to Victoria in January, 1863, but left a few months after for Pavilion, B. C., where he kept the Wayside house for two years and a half, when he returned to this city to enter the employ of the Hudson Bay Company as steward, a position which he held for 5 years and which he left to go into the grocery and liquor business on Johnson street. He kept that stand for a number of years, removing about 6 years ago to his premises on Yates street, the business of which he disposed of a few days ago on account of illness. He was ex-president of the St. Andrews and Caledonia society, and a member of both the Pioneer and Masonic societies, in the affairs of which he always took a keen interest. He represented Yates street ward in the city council for two terms, and was once a candidate for Mayor, but was defeated. John Boyd's name was always among the first in the way of charities, he giving with a liberal hand to the needy. He leaves two daughters, Mrs. R. J. Horton and Mrs. Jas. Russell, both residing in this city.

## PERSONAL.

E. A. Morse, of Tacoma, is at the Driard.

F. H. Osgood, of Seattle, came over last evening.

Steve Tingley arrived from the mainland last night.

A. J. Leech, city surveyor, is improving in health.

Rev. J. E. Starr returned from Vancouver last evening.

E. S. Scoullar, of Westminster, is registered at the Driard.

Ex-Mayor Jno. Hendry, of Westminster, came over last night.

W. H. Whitlesey and wife, of Port Townsend, are in town.

S. Maclure, architect, of New Westminster, and wife, are in town.

Mr. Walter Langley, J. P., of Basque Ranche, Yale district, is in the city.

J. D. Pemberton and G. Leiser went over to the mainland this morning.

I. Van Volkenburgh returned to Vancouver by the Islander this morning.

C. D. Rand and R. H. Alexander, of Vancouver, arrived over by the Islander last night.

John Clayton, of Bella Bella, has returned from England, bringing a bride back with him.

W. B. Wilson, of Seattle, arrived over last night and will leave for Westminster this morning.

Miss F. E. Armstrong, principal of the girls' school, returned from a few days' visit to Vancouver last night.

Misses Cameron, Bradley, Horton, Robinson and Carmichael returned from a trip to Puget Sound last evening.

Mrs. Caldwell, who has been spending the Easter vacation with friends in Washington, returned home last night.

John Patterson, well known in the steamboat building line, arrived by the Islander last night after a six months' visit to Dundee and other parts of Scotland.

## INCREASED CAPACITY.

**Sayward's Mill Starts Running Again After a Few Weeks' Rest.**

W. P. Sayward's saw mill, which has been closed down for some weeks undergoing repairs and improvements, was yesterday started up after having been thoroughly overhauled. A new and powerful engine has been put in, more than doubling the output of the mill, which will now turn out 75,000 feet of lumber per day; the two engines combined are now 250 h. p. New pulleys, and, in fact, all the machinery of the mill, has been completely renovated. A new sawdust burner and furnace has been built, and Sayward's mill now ranks among the best on the coast. The lumber yard looks pretty bare at present, but before long, with its increased capacity, the mill will be able to supply all demands. The present mill was started by Mr. Sayward in 1878, when 20,000 feet was considered a good day's output, which is very small when the present capacity of the mill is considered. The increasing demand for lumber has necessitated the improved changes in the machinery, which includes steam saw filers and every other convenience.

## PROVINCIAL LEGISLATURE.

Fifth Parliament—Fourth Session.

FORTY-THIRD DAY.

THURSDAY, April 10th, 1890.

The Speaker took the chair at 2:10 p. m.

Prayers by Rev. Dr. Reid.

MUNICIPAL ACT.

On the further consideration of this bill (Hon. Mr. Beaven) sundry amendments, the first dealing with expropriation of land for street purposes, were passed.

On motion of Hon. Mr. Davie the following was added as a new clause: "Section 107 of the principal Act is hereby amended by striking out the words 'published in the nearest municipality in which a newspaper is published,' in the 7th and 8th lines of the said section, and substituting therefor the following:—'by posting copies of the by-law on the door of the court house (if any) and on the door of every schoolhouse in the municipality.'"

Mr. Fry, Mr. Croft and Mr. Ladner favored the clause, and Mr. Beaven spoke against it.

Hon. Mr. Davie stated that at the next sitting of the House he would move the following as a new section: "It shall be the duty of every municipality to make suitable provision for poor and destitute persons who may be found within the municipality, and it shall be lawful for the Lieutenant-Governor in Council, from time to time, to pay to any municipality out of the public moneys of the province, towards the maintenance of the poor and destitute, an amount not exceeding twenty-five per cent. of the moneys expended for such purpose by any such municipality."

The hon. Attorney-General explained that there were many poor men, miners of early days, who had sacrificed health and fortune in developing the resources of the country, to whom the country owed a living. It was clearly the duty of the municipalities to look after these members of the community who were not fit subjects for hospital treatment, but the Government intended to contribute 25 per cent. of the cost of their maintenance.

Mr. Grant favored some scheme to provide a home for the classes mentioned, but he did not think the burden of their maintenance should be thrown on the municipalities.

Hon. Mr. Beaven had understood that the incurables who had been inmates of the Royal Hospital would be provided for in the new hospital.

Hon. Mr. Robson said that it was never intended to convert the convalescent home into a poor house. The incurables and convalescents would be cared for at the Jubilee Hospital until in the near future, a suitable institution could be provided for this class of patients.

The discussion was ruled out of order, as there was nothing before the House. The further consideration of the bill was put down for Monday next.

RIVERS AND STREAMS.

Hon. Mr. Vernon moved the second reading of a bill to regulate the clearing of rivers and streams, and briefly reviewed the necessity existing for such a measure.

After a short debate, in which the principle of the bill was generally endorsed and various suggestions were offered, which were calculated to improve its utility, the bill passed its second reading; to be committed on Friday.

A QUESTION.

Mr. Cunningham enquired of the premier if any reply had yet been received from the Parliament of Canada in reference to the continuance of the subsidy to the mail service between Victoria and New Westminster.

Hon. Mr. Robson replied in the affirmative. An answer had been received of a very unsatisfactory character. The Dominion government proposed to cut down the mail service between Victoria and New Westminster to once a week, if that service even was deemed necessary by the Dominion Government. The federal authorities' reply would be laid before the House without the formality of notice of a request for its production.

LICENSES ACT.

Hon. Mr. Davie moved the second reading of a bill to reduce the opium license fee, in other than city municipalities, to $500 for twenty six months. The bill passed its second reading and was sent into committee with Mr. Cunningham in the chair. The bill was reported complete with amendments.

TO ASSIST RAILWAYS.

The House went into committee, Mr. Thomson in the chair, upon message and bill in reference to grants of land in aid of certain railways.

The Premier briefly explained that by this measure it was proposed to assist four railroads chartered by this House: The Crow's Nest Pass railway, the Canada Western railway, the Ashcroft and Cariboo railway, and the Farwell and Nelson railway. The proposal was to grant each railway 20,000 acres of land per mile in alternate blocks and also to allow the railway companies to collect a royalty of not more than 5 per cent. on all gold and silver ores taken by quartz mining out of the land granted to them.

Hon. Mr. Beaven addressed the House at considerable length on the importance of such a measure to the province; and the bill was reported to the House.

The bill was read a first time and Hon. Mr. Robson moved the second reading.

Hon. Mr. Robson said that in moving the second reading of this important measure he felt that he had an easy task, as the principle of the bill was, so to speak, in a nutshell, and must commend itself to every honorable member's judgment. As the title implied, it proposed to give aid to certain railways. These railways were four in number, and were known as the Crow's Nest and Kootenay Railway, the Canada Western Railway, the Ashcroft and Cariboo Railway, and the Farwell and Nelson Railway. The proposed aid was of two kinds. There was a land grant of twenty thousand acres per mile. This was a large grant; but it was felt that the immense areas of land in the interior of the province possessed no economic value so long as they lay waste and inaccessible—that, in fact they could only be made valuable and revenue-producing by opening them up and connecting them with markets by means of railways. The alternate blocks granted to the railway companies would be made revenue-producing when they passed from the Crown; and the alternate blocks retained by the province would be rendered valuable by the railway and would soon become a source of revenue. The arrangement was such that every block retained by the province would be immediately opposite a block owned by the railway company, and thus the company could not do anything to enhance the value of their own land without relatively increasing the value of adjacent provincial land. The other kind of aid proposed to be extended to these railways was that of a tax or royalty upon gold and silver taken from ores worked in the lands granted to the railway companies. This was an entirely new departure. It would be remembered, especially by old pioneers, that, in the early sixties, an export tax of 50c. an ounce was levied upon all gold taken out of the mines, in consideration of the large expenditure on constructing roads. That tax, though not an unjust one, proved to be extremely unpopular with the miners, and was ultimately abandoned. But he felt certain that, upon reflection, the present imposition would commend itself to the good sense even of the miners themselves. The proposition was to give the companies power to exact a royalty not exceeding five per cent. upon all gold and silver taken from ores worked in their lands. It would be observed that the tax did not apply to alluvial mines at all. They would continue to be as free as they are at present, but the Government's lands as upon other lands of the province, and thus the workers in alluvial mines would be free from the tax levied for the purpose of giving these railway companies aid while equally with others sharing in the benefits of such communication, and as the alluvial mines were worked by the many and the poorer, this constituted a very important feature of the measure. On the other hand, quartz mining required capital and would be carried on by the few and the rich, and it would be no hardship to pay the small tax demanded. But instead of being aimed as a blow at quartz mining, the measure was designed and eminently calculated to promote that important industry. This was essentially a mining country. Gold-bearing quartz abounded in the interior, but the interior was bolted and barred against both capital and labor. Everyone felt that railways alone could enable our great mineral wealth to be developed; and the problem we had for years been trying to solve was how to get railways reaching into the known great quartz region. The country was rough, and railway building was difficult and expensive, and some special inducements must be held out to capital to undertake the work; and he thought the government had hit upon a happy solution of the problem—that of making the quartz itself contribute directly towards creating the railways; by means of which alone it could be successfully worked. It might perhaps be objected that the tax would take away the whole margin of profit on some of the lower grade ores, but it must be clear that, such ore as would not yield more than 5 per cent. with railway communication could not be worked at all without it. Nor did it at all follow that, because they had the power to exact 5 per cent., the companies would exact the full rate on such ores as could not afford to pay. Acting in their own interests, they would naturally adapt the rate to the capacity of the mine, and not be guilty of killing the goose that laid the golden egg. That was a matter which might well be left to regulate itself on commercial lines. Every one in the House, and out of it, too, must realize that the advantages of railway communication would far more than set off the charge of 5 per cent. Indeed he felt that government had discovered the true principle upon which to throw open the doors of this rich province to both labor and capital, and to make its mountains and valleys a hive of industry and the scene of great prosperity, and this would be accomplished without involving any charge upon the public revenue, but, on the contrary, greatly increasing the public revenue and leaving it free to be expended for other purposes. It was the policy of the present government to inaugurate a railway era and a quartz era, and he felt confident that the measure he had the honor of presenting to the favorable consideration of the House embodied the true principle for the attainment of that most desirable and important object. The hon. gentleman resumed his seat amidst general applause, and the bill was read a second time without another word or an adverse vote.

In committee, with Mr. Duck in the chair, the bill proceeded as far as clause 15, when Hon. Mr. Davie pointed out that the clauses wanted re-arranging, as by a mis-arrangement of the sections the "Canada Western Railway" was not included as one of the lines to receive the benefit of the royalty on quartz mines. Aid to the "Canada Western" was one of the main features of the bill, but as the ultimate object which enterprise had originated the present bill, as, with the additional inducement of a royalty upon quartz mines there was every prospect of the "Canada Western" securing the necessary capital for its construction. So as to put the bill straight in this particular he would move that the committee rise, report progress, and ask leave to sit again.

The committee rose reporting progress.

A PUBLIC HIGHWAY.

Mr. Ladner asked the honorable chief commissioner of lands and works:

"Has the road leading from the North Arm bridges northerly to the Granville street bridge, Vancouver City, been gazetted as a public highway? If not, is it the intention of the government to gazette the same at once?"

Hon. Mr. Robson: The road is not yet gazetted, but it is the intention of the government to have it gazetted at once.

The House rose at ten minutes to six.

FORTY-FOURTH DAY.

FRIDAY, April 11.

The Speaker took the chair at 2:10 p. m.

Prayers by Rev. Dr. Reid.

PRIVILEGE.

Mr. Martin, rising to a question of privilege, corrected the *Times* report of his remarks upon the bill respecting the administration of intestate estates.

Mr. Nason also rose to a question of privilege. In an editorial note in the Opposition organ he was misrepresented, as being tired of political life and of being a supporter of the present government. This assertion was not fair to himself nor to the government whose policy he approved, and which he was proud to support.

A RETURN.

Hon. Mr. Vernon presented a return to an order of the House for correspondence in reference to the sale of 160 acres of land at the mouth of Granite Creek or the refusal to sell said land to Mr. Foxcrowe P. Cook.

THAT MAIL SUBSIDY.

Hon. Mr. Robson laid before the House the correspondence with the Federal government relative to the mail subsidy between Victoria and New Westminster.

COURT CASH.

Hon. Mr. Davie introduced a bill respecting the payment of moneys into and out of Court. Read a first time; second reading on Monday.

LONDON AND CANADIAN INSURANCE CO.

The London and Canadian Insurance Co. bill, No. 40, (Mr. Anderson) passed its third reading.

MINERAL BILL.

Hon. Mr. Davie moved the second reading of the Mineral Bill (No. 70), which was the production of the mining committee.

The hon. Attorney-General explained the provisions of the measure, which passed its second reading, to be committed on Monday.

CONTROVERTED ELECTIONS.

Hon. Mr. Davie moved the second reading of a bill to amend the Controverted Elections Act. He said that he was entirely responsible for the measure—it was not a government bill—but he thought it was legislation which the House would well to pass. Under the principal act an appeal was allowed from the decision of a judge sitting on an election case, whether the effect was to unseat or validate the election of the candidate whose rights were questioned. He thought that the existing law went too far; a candidate having been secured in his seat on the trial he should not be further annoyed by an appeal.

Hon. Mr. Beaven opposed the bill which, however, passed its second reading, the only Mr. Beaven's vote against it. The bill was sent into committee, with Mr. Ladner in the chair, and was by the committee reported complete without amendment.

RIVERS AND STREAMS.

On motion of the Chief Commissioner the bill respecting the clearing of rivers and streams was sent into committee, with Mr. Mason in the chair. The bill was reported complete.

BY MESSAGE.

Hon. Mr. Robson presented two messages from the Lieut.-Governor. The first accompanied an amendment to the Municipal Act. The second advised that the Okanagon and Kootenay railway be included in the list of roads to be benefitted by bill No. 63, now before the House. Messages and enclosures were ordered to be referred to committee of the whole on Monday.

LICENSES ACT.

The Licenses Act Amendment Bill (Hon. Mr. Davie) passed its final reading.

QUIETING TITLES.

On the motion "that the speaker do leave the chair," and that the House go into committee on the Quieting Titles Bill, Mr. Orr moved in amendment: "That the second reading of the bill be discharged, and whereas the bill is largely drawn from the Quieting Titles Act of Ontario, that the attorney-general be requested to bring in another bill for the quieting of titles in this province, embodying the main principles of bill No 67, amending section 2 to comply with the provisions of section 2 of the Ontario Act or sub-section (1) of section 26 of the Ontario Act, which is eliminated from the bill."

The Speaker considered the resolution out of order, and ruled accordingly.

Mr. Orr then contended that the bill had not yet been committed; the Speaker claimed that it had immediately after the second reading.

No further amendments being offered, the Speaker left the chair and the Houses went into committee, with Mr. Semlin chairman.

In committee Hon. Mr. Davie explained that the difference between this and the Ontario act did not affect its principle. He should advise those who thought otherwise to consult some legal gentleman outside of the House, and if difficulty arose was the difficulty existing from leaving out sub-section C. of section 26 of the Ontario act, that he would see no objection to amend the bill by inserting the omitted clause.

The committee rose at 5 o'clock, reporting progress, and the House adjourned until Monday, on Hon. Mr. Robson as the House was rising presenting a return of the agreement between the Dominion and provincial governments relative to the mineral in the railway belt.

NOTICES OF MOTION.

Hon. Mr. Vernon—To introduce a bill to amend the Land Act.

Mr. Cunningham—To introduce a bill to amend the Schoolmaster Act.

Hon. Mr. Turner—On Monday next to move the following: "Whereas the report of the Public Accounts Committee finds a very large proportion of revenue is paid by the public into the Lands and Works Department, in addition to large sums paid out of the treasury to that department, as cash advances, and that similar advances of smaller magnitude are made by the treasurer to the attorney-general, provincial secretary, and other officers; and whereas such finding may mean either that moneys received by the attorney-general, provincial secretary, and other officers are usually for their own use, or that the advances are to the departments for necessary departmental purposes, and may also imply the improper departures from accustomed and honest practice, or may mean that the proper and ordinary course of business has been adhered to; and whereas the said report also refers to cash advances made to the late superintendent of police, Mr. H. B. Roycraft, but is silent as to the purposes for which such advances were made, and the circumstances attendant thereon; and it is also stated in the said report that although Mr. Roycraft is known to have held $80 of the late Jubilee collections in his hands on the 30th June, 1889, the public accounts and balance sheet of the province at that date, as laid before the Legislature, do not show that sum, by which statement it may be inferred, either that the defalcation alleged was known at the time of the preparation of the Public Accounts and Balance Sheet, and was purposely omitted therefrom, or that the defalcation has only recently been discovered; and whereas the Report also finds that an audit of the books of the Lands and Works Department has not been made for years, but goes on to say: 'Your Committee are informed that the Lands and Works Department pay revenue into the Treasury daily or every week, and sometimes more frequently'; and whereas the last mentioned finding and statement, in the absence of information—especially (1) whether audits are necessary in the Department of Lands and Works, and have ever been accustomed to be had; (2) whether proper checks are imposed upon the revenue passing through that department; (3) whether the revenue collected and advances made are duly accounted for to the Treasury—leave it doubtful whether public moneys are regularly and honestly dealt with, or whether fraud or peculation is being practised; And whereas it is highly improper that the Report of the Public Accounts Committee should fully state all facts necessary to a proper understanding of all matters alluded to, and that what is meant to be reported by the Committee should be stated without ambiguity, nothing left to inference, or conjecture, therefore

Be it therefore resolved, that the Report of the Public Accounts Committee be referred back to them for explanation and detail."

## PERSONAL.

H. Fry, jr., and wife, of Cowichan, are in town.

M. L. Davis, of Nanaimo, is registered at the Driard.

J. Turnbull returned from the mainland this morning.

Mayor Oppenheimer returned to Vancouver this morning.

Robt. Ward returned from Vancouver by the Islander this morning.

J. W. Peck, manager of the Merchants Despatch Transportation Co., Tacoma, came over last evening.

E. J. Palmer, of the Victoria Lumber and Manufacturing Co., Chemainus, with Mrs. Palmer, is at the Driard.

Viscount Georges de Beaugren, Wm. Edward Christie and C. E. Miller of Montreal are guests at the Driard.

L. A. Hamilton, land commissioner of the C. P. R. at Winnipeg, and formerly of Vancouver, was in the city yesterday.

The friends of Jas. Loewen were grieved to see the news published in the Times. His condition at midnight had somewhat improved.

Geo. Bass, who has been connected with the Montreal Gazette for the past year, arrived by the Islander this morning to take a position on THE COLONIST editorial staff.

"The gaudiest of the B. E. church will give the final concert musicale on Tuesday evening next, April 15th. Selections from "Gradence," and other varieties. Admission, 25 cents.

Sir Sydney Waterlow, Bart., Lady Waterlow, Miss Waterlow and Prof. Lubbock arrived from San Francisco last evening, and are at the Driard. They leave for home east via the C.P.R. to-morrow. Their visit to America, which has already extended over several months is purely for pleasure and health. Sir Sydney is an ex-member of parliament, having sat for Dunstable, Midlothian and Grantham. He was a sheriff of London in the years 1866-7, and was Lord Mayor of London in the year 1872-3. The family residence is Trosley Park, Rotham, Kent.

## VICTORIA'S FIRE ALARMS.

**The New Gamewell System Now Ready for Operation.**

Yesterday the work of placing in position the various parts of the new Gamewell fire alarm system was completed, and to-morrow the official test of its efficiency will be made.

The manner of operation is very simple, and yet so complete that mistakes and delays in locating and extinguishing fires will be almost impossible. Instead of leaving the keys of the boxes in them, thus inviting false and mischievous alarms, the keys will be supplied to residents in the near neighborhood, and to police officers and others whose business compels them to spend a great portion of their time on the streets.

On a fire being discovered, the party locating it runs to the nearest box and, obtaining a key, opens the outer door and pulls down the brass hook once,—and then lets it go. The key will remain in the box until released by the proper officer, who by the number on the wards can recognize whose it is.

On a box being "pulled" its number is shown on the indicator at the headquarter station and is sounded by the big bell in the following manner:

Suppose the hook of the box at the corner of Flagoard and Government streets, No. 34, has been pulled, the blows upon the large bell and the gongs will be given thus:—1—1 (two blows) then a pause of five or six seconds, and then 1—1—1—1—1 (five blows) making 25. This is repeated four times.

The position of the signal boxes, now ready for use, is as follows:

| NO. | LOCATION. |
|---|---|
| 5 | Cor. Montreal and Kingston streets, James Bay. |
| 6 | Cor. Broad and Pandora streets. |
| 7 | Cor. John and Bridge streets, Rock Bay. |
| 8 | Cor. Yates and Wharf streets. |
| 13 | Cor. Humboldt and Rupert streets. |
| 14 | Cor. Government and Johnson streets. |
| 15 | Cor. Constance and Discovery streets. |
| 16 | Cor. Birdcage and Superior streets, James Bay. |
| 23 | Cor. Fort and Quadra streets. |
| 24 | Cor. Chatham and Cook streets. |
| 25 | Cor. Government and Fisguard streets. |
| 26 | Cor. Montreal and Simcoe streets. |
| 31 | No. 2 Fire Hall, Yates street. |
| 32 | Spring Ridge. |
| 34 | Cor. Vancouver and Burdett streets. |
| 35 | Cor. Menzies and Simcoe streets, James Bay. |
| 41 | Junction of Government and Douglas streets, near Fountain. |
| 42 | Cor. Blanchard and Chatham streets. |
| 43 | Cor. Fort and Moss streets. |
| 45 | Cor. Cook and Yates streets. |
| 51 | Cor. Second and King's road. |
| 52 | Cor. Oswego and Michigan streets, James Bay. |
| 53 | Cor. Douglas and Discovery streets. |
| 54 | Cor. Pandora and Quadra streets. |
| 61 | James Bay Fire Hall, Kingston street. |
| 62 | Cor. View and Blanchard streets. |
| 63 | Cor. Douglas and Humboldt streets. |
| 64 | Cor. Government and Fort streets. |

Every part of the apparatus is first-class, and now that, after so many delays, the system is complete, it is to be hoped that it will give that degree of satisfaction which is expected. The key hole of each box is fitted in a sunken cup, which will enable the holder of a key to insert it at once, no matter how dark the night is or how nervous or excited he may be. This should be a practical hint to all who find their latch keys inclined to be rebellious at times, and if acted upon would no doubt obviate the necessity of curtain lectures in many a well-conducted household.

From The Daily Colonist, April 12.

## LOCAL AND PROVINCIAL.

**Captain Clancey Resigns.**

Port Captain C. E. Clancey, of the Union Pacific steamer lines, has resigned, his resignation to take effect in a few days. Capt. Clancey had charge of the Oregon Railway and Navigation Company's steamers for years, and is one of the oldest and best known marine men on Puget Sound. He has not decided what he will do in the future.

**An Overdue Bark.**

The Bark Nellie May left San Francisco on November 24th last, bound for Puget Sound. After a tedious trip of twenty-seven days she arrived at Port Townsend, and subsequently went to Port Madison, where she took on a load of lumber. She sailed from Port Madison for San Francisco on January 23rd and has not since been heard from. It is feared that she has been wrecked.

**To Suit Every Taste.**

The weather during the past few days has been of a variety calculated to suit every taste. On Thursday the dust clouds were whirled through the streets in true midsummer fashion; twelve hours later the ground was white with snow. Yesterday, rain, hail and snow fell at regular intervals, and the people are now wondering what is to come next.

**For the Alaska Route.**

The San Francisco Examiner says that the Haytien Republic will probably be put on the Alaska route after her present trip. The Haytien Republic belongs to the Leibes Fur Company, which secured the sealing privileges in Alaska. When she was brought around the Horn it was the idea to run to her Alaska from San Francisco, and the vessel did make several trips to that far off land.

**Jubilee Hospital.**

The Jubilee hospital has been finally accepted by the building committee and taken over by them. The work of furnishing is advancing quickly, and the patients will probably be transferred from the Royal hospital about the first of May. In the event of H. R. H. the Duke of Connaught visiting Victoria next month he will probably be induced to open the institution on the Queen's birthday.

**Shuswap and Okanagon.**

Messrs. George Riley and T. W. Patterson have returned from the Shuswap, where upwards of one hundred men are now ready to commence the work of grading the line of the Shuswap and Okanagon. Mr. C. E. Perry, the company's engineer, and his staff, is still busy sketching the line, and work will next week commence from the Sicamous end of the road.

**A Scalper Arrives.**

The schooner San Diego, Capt. Neilson, of San Francisco, arrived in the harbor late Thursday night with 84 skins. She reports bad weather outside and came in on account of some of her men requiring medical treatment for his eyes. One of the seamen deserted at Neah Bay, where the schooner put in on Wednesday. The only schooner spoken was the Teresa, which had 52 skins on March 13th.

**Got a Ducking.**

Yesterday afternoon a young man got into a canoe at Spratt's wharf and started to paddle across the bay. Before he had got far from the shore, however, the canoe took a sudden turn, precipitating its occupant into the water. The weather was pretty cold at the time, but as the unfortunate was used to working around ice it is presumed that he did not feel the effects of the water very badly.

**In the Supreme Court.**

The case of Smith and Angus vs. Greer came up in the Supreme Court yesterday before Mr. Justice Walkem and a special jury. After the evidence had been heard a verdict was given for plaintiffs, judgment being reserved pending an argument on grounds taken by the defendants for a non-suit. Hon. C. E. Pooley, Q. C., and Mr. Helmcken for plaintiffs; Mr. Hett and Mr. A. L. Belyea for the defendant.

**Gas Works Improvements.**

The gas company are putting in an additional gasometer, which will contain 100,000 cubic feet prepared for telescoping, making the whole capacity 220,000 cubic feet. The large addition has been made necessary owing to the increase in the consumption of gas during 1889, which was 50 per cent. more than 1888. The company are also importing a number of gas cooking stoves and will make a special rate of $1.25 per 1,000 feet for gas supplied for stoves.

**Till-Tapper Caught.**

In the city police court yesterday morning A. Nelson was charged with attempting to tap the till at the Vancouver house and remanded until today. Nelson was detected on Friday last by the bartender at the house, who was sitting in the next room, and saw him go behind the bar, but the would-be thief outran his pursuer and escaped until late Thursday night, when he was caught on Government street by the bartender and taken to the lock-up.

**Interviewing the Government.**

Almost every day the Provincial government is interviewed by deputations, with objects to attain from every part of the province. On Thursday a delegation of directors of the Jubilee Hospital interviewed the executive in reference to the establishment of a convalescent home in Victoria; yesterday Messrs. J. Burns, E. S. Scoullar and T. Ackerman, of New Westminster, interviewed the government in reference to amendments to the Mechanics' Lien Law. To-day a delegation from the B. C. Benevolent Society will be received.

**From the Sealing Grounds.**

The sealing schooner Walter L. Rich, Capt. Cowper, arrived in the harbor last evening from Nootka Sound where she has been for ten days, with 122 skins. She left Victoria on the 2nd of February, and like the other schooners, has encountered very bad weather, losing her main-boom on the 9th of March in a heavy gale. The Mary Taylor and Wanderer were in Nootka Sound when the Rich left, the former with 28 skins and the latter not having any. The Penelope was spoken about three weeks ago all well.

**St. George's Society.**

At the annual meeting of the B. C. St. George's Society, held in Oddfellows' Hall last evening, the following officers were elected for the ensuing year: President, George Powell; vice-president, George Fairbrother; Treasurer, W. Shears; secretary, J. J. Austin, Auditor, R. W. Barnett; physician, Dr. Jackson; Directors—John Braden, George Mesher, J. B. Lovell, M. T. Drake and H. A. Lavin. It was decided to hold the annual banquet on St. George's Day, April 23rd, in the Clarence Hotel; and the annual picnic on Dominion Day.

**Organ Recital.**

Another well attended and thoroughly enjoyable concert was the one given by the choir of the Pandora Street Methodist Church in the Sunday school room last evening. The programme was composed of good pieces which were well rendered by some of the best local talent of the city. Among the early parts, a cornet solo by Master North, accompanied by his brothers on the violin and clarionet; a vocal duet, by Misses O'Neil and Humber; a piano duet by the Misses Frank, and a song by Miss Russell deserve special mention. Mr. J. G. Brown sang the "Willow Copse," in his usual first-class style. Staff Sergeant Mellon of "C" Battery, delighted the audience with his recitation, "I Want to Die," as did Private Murphy, also of "C" Battery, with his Irish cherokee jig. Mrs. Turnbull, Miss O'Neil and Mr. Agnew also took part. The organ recital by Prof. Sharpe received well deserved applause.

**Along the Docks.**

Steamer Lakme arrived from the Sound yesterday with 370 tons of freight for this port. She was at Port Townsend during the gale.

Steamer Rainbow left for Vancouver yesterday afternoon on her way to the northern canneries.

Schooner Ocean Belle, Capt. Sieward, will leave for the sealing grounds this morning.

Steamer Daisy arrived from Chemainus yesterday afternoon.

Steamer Pilot left for Departure Bay yesterday with a load of powder from the Earl of Derby.

**Capt. Alexander's Brave Act.**

The San Francisco Chronicle relates an incident of life saving by