Weekly Colonist

FRIDAY, MARCH 30TH, 1888.

PUBLISHED EVERY FRIDAY MORNING,

BY

W. H. ELLIS, A. G. SARGISON, W. R. HIGGINS. } ELLIS & CO.

THE COLONIST BUILDING, GOVERNMENT ST.

TERMS:

THE DAILY COLONIST,

PUBLISHED EVERY DAY EXCEPT MONDAY

Per Year, (Postage Free to any part of Canada)..... $ 10 00
Parts of a year at the same rate.
Per week (if delivered)..... 25

THE WEEKLY COLONIST.

Per Year, (Postage Free to any part of the Dominion or United States)..... $ 2 00
Six Months..... 1 25
Three Months..... 75

Subscriptions in all cases are payable strictly ADVANCE.

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A RED LETTER DAY.

Smiling skies welcomed the first train of the Esquimalt and Nanaimo Railway into Victoria yesterday. Never before in the history of the city had a larger assemblage gathered together to do honor to a notable an occasion. Many of our old citizens whose lives are incorporated with the Capital's progress saw what not so many years ago they would have deemed an impossibility—a stately swing bridge spanning the harbor and the iron horse wending its way to the foot of Cormorant Street, right into the heart of Victoria. It was well that the day was made a gala one, that flags were flung to the breeze, that the streets were gaily decorated, for a momentous event in the history of the "Queen City" was signalized by the entrance of the locomotive into our midst. Not only did it mean that Nanaimo, nay Wellington and Victoria were united by a band of steel, but it foretold that at no distant day it would be extended to Comox and to the very north of Vancouver Island, giving us easy connection with our own mainland coast and the territory of Alaska. Did the result end here it might perhaps be regarded as a sufficient reason why this day was celebrated as it was. But when we know of a verity that the intention of the owners of that road is to extend it to the Straits of Fuca and then connect it by means of huge transfer boats, a most feasible scheme as experts say, with the American system of railways, we begin to realize the possibilities before us. "The natural terminus," Victoria, is destined, as we believe and hope, to become the great *entrepot* of trade and commerce on the northern Pacific Coast, rivalling in enterprise and wealth the American cities to the south of us. This is indeed a red letter day in the history of this goodly place where our lines have been cast, and the city does itself honor in acknowledging that to one man it is indebted for the great things that have been done for it, and he one of nature's noblemen, unostentatious in his wealth, sincere in his friendship and earnest in his desire to advance the fortunes of the land which he is glad to call his home. It is no "fulsome praise" to say that the Hon. Robert Dunsmuir is the foremost citizen of this Island, that he is its truest friend and that he is personally beloved by all his fellow men. A pioneer of the Province, whose very life is bound up with its interests, he has never failed to discharge his whole duty in whatever capacity he has filled. He is a shining mark, too, for those who are envious of the distinction he has honestly won, but he knows that the great heart of the people beats in unison with the views and intentions which animate him. Yesterday's proceedings told that the name of Robert Dunsmuir was a cherished one, that he is deemed worthy of all honor, and that we are sensible of the many good things he has done for us. We have every reason to believe that Mr. Dunsmuir appreciated, in their fullness, all that was said or done, and that the kindly words and deeds of his fellows are only stronger incentives for further endeavors on his part in their interests. What the future has in store for us who can tell, but we may well feel assured that whatever Robert Dunsmuir can do to make our city all that we would wish it to be, will not be left undone. A few more such men and Victoria would attain to illimitable possibilities. As one of the mottoes ran yesterday: "A fule may gather siller, but it's a wise man that knows how to spend it."

HOSTILE TO VICTORIA.

Our evening contemporary lashes himself into a white heat over our denunciation of the course pursued by Messrs Beaven and Humphreys with reference to the Beecher Bay Extension of the Esquimalt and Nanaimo Railway, and imputes to us all sorts of motives. Let us inform him that we are indebted to no one but the public for the success which THE COLONIST has achieved in this community as well as in the province generally. Hon. Mr. Dunsmuir has no more interest in this journal than he has in the *Times*; he subscribes for it and advertises in it—that is all. What we object to, and in our objection we are borne out by public opinion, is that the senior member for Victoria city should prove a traitor to the interests of the people who elected him, a fact he should endeavour to antagonize a scheme which cannot fail to prove a great boon to his constituents. It seems to us that it should be his pride to assist in every way he could in promoting so commendable a measure as the bill enabling the Esquimalt & Nanaimo Railway Company to extend their line to Beecher Bay; instead of that, however, we find him lending his influence to an endeavor to kill it. It is the worst kind of rubbish for him or his organ to say that the bill is defective, that the preamble, and it do not agree—and they both know it. The one, Mr. Beaven, who is eaten up with a vindictive hatred, born of jealousy of Mr. Dunsmuir, and the other, the *Times*, which is published here and supported in Vancouver, are merely desirous of retarding a great public work, which for some reason or another they are not anxious to see bear fruition. When future generations recall the lives of the President of the Council and the Leader of the Opposition, they will not fail to record in letters of living light the usefulness of the one and to bear testimony to the utter incapability of the other. So far as the other member of this noble trio is concerned, the Hon. T. B. Humphreys, his insane enmity to Mr. Dunsmuir is perhaps an excuse for his mad tactics. He has, however, become such a nonentity in the house and country as to be a laughing stock to his opponents and a nuisance to his friends. It is, however, for the people of Comox, who are directly interested in the extension of the road, to say whether such a man is worthy of their trust, while we have every belief that if Mr. Beaven resigned his seat and ran for the city to-morrow he would be ingloriously defeated. His constituents are sick and tired of his hair-splitting and meaningless technicalities and his hostility to their best interests. He is a greatly over-estimated man, and his excessive vanity leads him to assume a position for which nature never intended him. Fortunately he is incapable of doing much harm.

AN OPPOSITION ULULATION.

The bill for the extension of the Esquimalt & Nanaimo Railway to Beecher Bay, a snug harbor lying some eighteen miles to the southwest of Victoria, came before the House yesterday. This measure is the most important (locally speaking) that has ever come before the British Columbia Legislature. It practically secures the extension of the Southern Pacific Railway from Portland to a point on the American side of the Straits distant nine-and-a-half miles from Beecher Bay. The intervening water stretch it is proposed to traverse with ferry boats carrying passengers and loaded freight cars from either shore. It is further proposed to ship cars laden with coal from the Nanaimo and Comox collieries by ferry boats to the terminus of the Southern Pacific Railway, over which they will reach consumers in the American states and territories, where, in consequence of the excellence of the Vancouver Island fossil, it must always be in demand at remunerative rates. The conception is a grand one. Practically it will place Victoria and Esquimalt in touch with the American railway system at least four times daily, for it is contemplated to send 2,000 tons across the Straits every twenty-four hours. The value of this immense trade to the country at large and this portion of it particularly, cannot be overestimated. The island from Beecher Bay to Comox will grow rapidly in population and wealth; for not alone will an impulse be given to coal development, the pulse of every other interest will be quickened with new life. Victoria and environs will advance "by leaps and bounds," and on all hands there will be evidences of solid and enduring prosperity. The picture is not too highly colored. If anything, the advantages are understated; and every true British Columbian should rejoice at the prospect. But all British Columbians may not be true. A large majority will rejoice; but a wretched minority, actuated by "envy, malice and all uncharitableness," will be found carping and snarling and ululating under the most favorable condition of things. The attitude of Messrs. Beaven and Humphreys towards this admirable measure was contemptible. They did not attack its principle, but they said enough to convince all present that if they dared and had the power they would give it the six months' "hoist." It was a discouraging spectacle to find two island members trying to worry the Hon. Mr. Dunsmuir and pick holes in a measure that is destined to confer inestimable blessings on the people, and which asked no privileges except a right to lay rails through crown lands. The company do not ask exemption from taxation. They did not ask an exclusive right. They came fairly and squarely before the house and country with a request which every reasonable, just and sensible man would comply with off-hand. Messrs. Beaven and Humphreys cannot be reasonable, just or sensible; since, without the slightest shadow of an excuse for their conduct, they delayed the progress of the bill by the silliest twaddle ever uttered within the legislative walls; and it was only after the president of the council had threatened to withdraw the bill that they changed their nefarious tactics, and displayed the utter untenableness of their arguments by subsequently allowing the bill to pass without a dissenting voice. A failure of the bill at this juncture would have thrown the province back ten years and placed the Island completely at the mercy of its enemies. Mr. Beaven and Mr. Humphreys should be taken in hand by their constituents—who are deeply interested in the construction of the road—and severely disciplined. Their conduct was unpatriotic and discreditable and should provoke the electors in their respective districts to assemble in mass meeting and demand their resignation. The country is not in a mood for trifling, and Messrs. Beaven and Humphreys in outraging public opinion on this bill have shown what fly-specks they are on the body-politic.

Ships Carl Frederick and Henry Morse are loading coal at the Vancouver Co.'s mines.

CABLE NEWS.

Rumor That Bismarck Will Resign the Chancellorship of the German Empire.

Two Moonlighters Sentenced to be Hanged—Bible Societies to be Expelled from Russia.

Chamberlain Banquetted—Refers to His Visit to America—Hospitality Received.

Freedom to Chamberlain.

LONDON, March 28.—Joseph Chamberlain in a speech receiving the freedom of the city of Birmingham to-day, referred to his visit to America. The first object of the commission, he said, was to cultivate a friendly and neighborly feeling between the United States and Canada and remove all causes of misunderstanding, even if the final settlement of the fisheries question should be delayed. The commission might, with confidence, assert that they had paved the way for amicable settlement of differences between Great Britain and America. Chamberlain's speech was received with tremendous cheering. In responding to the toast to his health, he said he went to America in the performance of a public duty and without very great hopes of success. Instead of the cool reception which it had been predicted he would meet with there, he had been received with a warmth of hospitality and kindness for which he was totally unprepared. He found American pleipotentiaries men of distinguished ability and firm in the defense of their rights, but of fair judicial minds and anxious to promote an honorable and amicable settlement of the questions at issue. The Canadians were equally desirous to deal with the matter in a spirit of equity and were willing to surrender the strict interpretation of their rights. Now that that task is finished, Chamberlain said, prophets of evil are again at work, but hoped they were again mistaken. Referring to Bayard's opinion that the treaty conceded all that in reason and justice American fishermen could ask, Chamberlain said the rejection of such an olive branch would throw heavy responsibility upon those who would prolong the situation to dangerous antagonism between the United States and Great Britain.

John Bright, responding to the toast, "Our Kinsman," complimented Chamberlain upon the success of his mission.

Bismarck's Resignation.

The *Evening Star* prints a rumor that Bismarck will shortly resign the Chancellorship of the German empire.

Dire Distress.

Despatches received to-night state that the crisis in the flooded districts of the Province of Honan, China, is passed, but the distress is appalling. Two million persons are utterly destitute and the nearest towns are invaded by hordes of naked and starving refugees from submerged regions, who swarm like locusts and devour everything.

Commotion in the Ranks.

The *Pall Mall Gazette* declares that yesterday's election in the Gower division of Glamorganshire is the most significant victory the Tories have had since the election at Doncaster. The result of the election has caused considerable commotion and dismay in the National-Liberal club. A special meeting was held to-night to devise some arrangement for the better supervision of elections.

Gladstonian Candidate Elected.

Mr. Randall, Gladstonian candidate, has been elected to parliament from Gowerdy of Glamorganshire, Wales. He received 3,964 votes and the Conservative candidate, Mr. Llewellyn, 3,358. At the last election in this division the Gladstonian was elected unopposed.

A Doubtful Case.

BERLIN, March 28.—The *North German Gazette* says: The Emperor's rest was again broken last night by a return of the cough, but was able to-day to receive official reports and transact other business.

Villages Submerged.

The overflowing of the Vistula has submerged seventy-seven villages within a tract of country ten miles square.

The Emperor's Movements.

Emperor Frederick appeared at the window of the palace at noon to-day clad in undress uniform and was heartily cheered by the crowd assembled to catch a glimpse of him. The Emperor is in receipt of reports of the floods throughout Germany daily and is painfully impressed by the great suffering of the inhabitants of the submerged regions. Total damage to property by the floods estimated at $50,000,000. Boitzenburg, Domitz and Dasnenberg are still inundated. In these places 29 lives and 10,000 cattle are reported lost.

No Fight Yet.

ROME, March 28.—Despatches received from Gen. Sanmarzano to-night state that at 5 p. m. the situation was unchanged.

Two Moonlighters Sentenced.

DUBLIN, March 28.—At the Wicklow assizes to-day, Daniel Hayes and Daniel Moriarty, moonlighters, were convicted of the murder of farmer Fitzmaurice, near Tralee, County Kerry, in January, and sentenced to death. Moriarty confessed guilt and afterwards attempted suicide.

Rumors of a Plot.

The Dublin *Mail* says: The London police have taken special precautions in consequence of rumors of a plot to murder Balfour.

Withdrawal Asked.

ST. PETERSBURG, March 28.—The Russian government has prohibited operations of the American Bible Society in the Baltic provinces and will probably ultimately expel all of the British and American Bible societies from Russia. The government will ask the powers to withdraw their agents from Bulgaria in consequence of Prince Ferdinand's contempt of the recent notice served upon him by the Porte that his position is illegal.

LATE CANADIAN NEWS.

QUEBEC.

Pierre Portugais, jr., roofer, of Quebec, has died from the effects of muriatic acid taken by mistake.

Germain & Co., tanners, Quebec, have suspended. Liabilities, $60,000. The firm offered 20 cents on the dollar.

Senator Rolland is seriously ill and not expected to recover. The last rites of the church have been administered.

Some anonymous donor has sent a gift of $10,000 to St. John the Evangelist's church, Montreal, to be used as the rector sees fit.

There were some sharp claps of thunder, accompanied by lightning, in Quebec about 8 o'clock on the night of the 20th, followed immediately after by a hailstorm.

A Boston absconder named Hickman, who has become notorious in Montreal by the swindling methods he adopts in his private banking concern, by which he has succeeded in victimizing the working classes, appeared on the 20th as a defendant in an action brought by twenty or thirty butchers. A butchers' ice company was started last summer by Hickman, who contracted to fill butchers' ice houses during the winter at much lower rates than quoted by other dealers. Hundreds of butchers joined the concern, and gave Hickman notes for sums ranging from fifty to one hundred dollars. Now the winter is over and no ice is forthcoming, and Hickman has the money, hence the action. It is reported he will be arrested for forgery.

Judge Baby sentenced ex-Detective Fahey at Montreal to fourteen years in the penitentiary, refusing to entertain the application for reserved cause.

Great surprise was manifested at a meeting of the Montreal police committee, when Chairman Jeannotte proposed to notify Chief Detective Cullen, Detectives Murphy, Robinson and Arcand and eleven of the best known sergeants, that their services would not be required after May 1st.

L'Electeur announces that while at Rome Premier Mercier had audience with the Pope, and that he brings with him a precious parchment containing the different pontifical blessings which he has received for himself and entire family. He has also been authorized by the Pope to settle the long standing and vexed question of the Jesuits' estate.

THE PACIFIC SQUADRON.

Changes in its Management in Consequence of the Completion of the C. P. R.

NEW YORK, March 18.—A London cablegram to the *Times* says: The completion of the Canadian Pacific Railway has caused a great change in the administration of the affairs of the English Navy in the Pacific. Hereafter, according to a recent decision of the Admiralty, they will commission and repair ships at the western terminus of the railway on a larger scale than either at Hong Kong or Malta, the railway company to carry the stores, machinery, ships' crews, etc., very cheaply. Heretofore every ship on the station came home once in three years to be repaired. Hereafter they will remain out, thus saving, it is estimated, £50,000 annually. Another result will be the creation of reserve English vessels in the Pacific to use in case of an emergency.

CAPITAL NOTES.

The S. & O. Railway Bill Passes the Committee.

The Question of the Alaskan Boundary—The Text of Mr. McCarthy's Resolution—Salaries of Our Judges—A Newfoundland Delegation Coming—Bucket Shop Transactions—Customs Amendments—The Third Party Speaks—Adjournment of the House.

[From our Own Correspondent.]

OTTAWA, March 28.—Sir John Macdonald in reply to Mr. Prior to-day said that diplomatic correspondence was passing between the governments of Great Britain and the United States relative to the appointment of a commission to accurately define the boundary between British Columbia and Alaska.

Mr. Dalton McCarthy has given notice of the following resolution: That it would be in the best interests of the Dominion that such changes should be sought for in trade relations between the United Kingdom and Canada as would give to Canada advantages in the markets of the mother country not allowed to foreign states, Canada being willing for such a privilege to discriminate in her markets in favor of Great Britain and Ireland, the regard being had to the policy adopted in 1879 for the purpose of favoring the various interests and industries of the Dominion, and to the financial interests of the Dominion.

Mr. Marshall also gives notice of a somewhat similar resolution.

I learn from Mr. Mara that the salary of the chief justice of British Columbia will be six thousand dollars, *puisne* judges five thousand each.

The Newfoundland delegation leaves for Canada next Tuesday.

The Shuswap & Okanagon Railway bill was passed by the railway committee to-day.

The government introduced a bill into the Senate to-day providing that persons engaged in making bucket shop transactions shall be accounted guilty of misdemeanor and be liable to imprisonment for a term not exceeding five years and a fine not exceeding $5,000. Frequenters of bucket shops will be liable to imprisonment for one year.

The minister of customs has given notice of important amendments to the customs act. One provision lays down that in cases of undervaluation of ten per cent. or more an additional duty proportionate to the percentage of undervaluation shall be collected. The owner of goods in respect of which any infraction of the customs law is committed shall in addition to any other penalty be liable to a penalty equal to double the duty charged on such goods.

In the house to-day Peter Mitchell charged the government with a breach of faith with the American government for not placing articles on the free list mentioned in clause 16 of the customs act. The Premier said the matter was discretionary with the government and that it would be absurd if Canada had to follow the whim of the American congress in reference to any article it might choose to place on the free list.

The house adjourned until Tuesday.

HUMPHREYS' SLANDER.

On Hon. J. H. Turner Refuted by the Mayor of Charlottetown, P. E. I.

The Charlottetown, P. E. I., *Daily Examiner* of the 13th instant contains the following editorial note:

We publish, with great pleasure, the letter of His Worship the Mayor in refutation of the slander on the character of Hon. Mr. Turner, of British Columbia, uttered by some one in the Legislature named Humphreys, and reported in the WEEKLY COLONIST, of Victoria. Hon. Mr. Havland had special means of knowing that Mr. Turner left behind him in this Province an absolutely clean sheet; and therefore speaks as one who knows. We may add that Mr. Turner bears an excellent reputation in Prince Edward Island; and that he is remembered and respected by many of those whom he left in Charlottetown.

The letter reads as follows:

SIR,—I, in common with other friends of the Hon. J. H. Turner, who carried on business in Charlottetown for several years previous to 1882, as a dry goods merchant and general importer, was pleased to hear of his successful career in British Columbia, and to learn that he is now a member of the Legislature of British Columbia, and holds the responsible office of finance minister in the cabinet of that province.

It appears that party politics run as high on the Pacific coast as on the Atlantic, and that members of the house of assembly are not more scrupulous in the language they give utterance to in debate there than in other places I could name. In a recent debate in the house of assembly which is now in session at Victoria, the Hon. T. B. Humphreys, a member of the opposition, accused Mr. Turner of having made *a most outrageous and disgraceful failure in Prince Edward Island* before he left it for British Columbia. There is not a shadow of foundation for the accusation as from my personal knowledge of Mr. Turner's business in Charlottetown at the time he closed it before leaving for British Columbia, I am aware that he paid all his debts, and that he deposited a number of accounts owing to him in the hands of a legal firm here for collection, and the money realized therefrom were remitted to Mr. Turner through his London partner.

Thanking you for the space granted to me to defend the honesty of a former Charlottetown citizen, I will conclude with the following quotation: "*Veritas vipu et mora falsa festinatione et incertis salescunt.*"

Yours faithfully,
T. HEATH HAVILAND.

Alma Cottage, Ch'town, 13th March, 1888.

The grand national steeple chase for 1,000 sovereigns was run at the Liverpool spring meeting on Friday. Playfair won, Frigate second, Ballot Bob third. There were twenty starters.

FROM THE DAILY COLONIST, March 27.

LOCAL AND PROVINCIAL.

The Badger Raised.

The small steamer Badger which capsized at Departure Bay a few days ago has been successfully raised and righted without any material damage.

Cutting Affray at Departure Bay.

A cutting affray occurred at Departure Bay on Sunday night, in which John Reardon, a sailor of the steamship Wellington, was severely cut on the cheek by a sailor of the ship Glory of the Seas. Dr. Davis, the marine surgeon, dressed the wound which was situated within half an inch of a vital part.

Gone to Smash.

The great Bell Farm at Indian Head, N. W. T., is broken up. Some time ago the directors sent word to discharge all the men employed on the farm and they would no longer be responsible for their wages. The Commercial Bank, which is a large creditor, took action and seized the implements, steamers, etc. It is likely that the mortgagees will split up the once famous place into small farms.

Drowned at Chemainus.

The coroner for Cowichan (Mr. H. O. Wellburn) held an inquest on Monday, 19th inst., at Chemainus, on the body of Herbert William Campbell, infant child of William Nelson W. Campbell, who fell into a slough near the house of Mr. Campbell at Chemainus on the 14th inst. The jury returned a verdict of "accidental death by drowning." Much sympathy has been extended to the parents in their sad and sudden bereavement.

Watch for the Comet.

People who get up "when the birds are singing their sweetest notes, at 5 o'clock in the morning," will do well to keep a look out for the brand new comet which is now coming north at the rate of a degree a day. It is reported to possess a very bright nucleus and a tail as straight as a crowbar. It was discovered at Cape Town last month, and rises earlier every morning, and will in a few days be visible to all who stay up late enough or get up early enough.

St. Joseph's Hospital.

The contracts for the new addition to St. Joseph's hospital were awarded yesterday as follows: For carpenter and joiner work, A. J. Smith; for the masonry, brick and cut stone work, W. J. Smith; for lathing and plastering, cementing, etc., G. Petherick; painting and glazing, R. Lettice. Plumbing and hot water heating, not yet awarded. The proposed addition, which will be erected in the rear of the present structure, will be what is known as a two-story basement and a mansard, and will be built of brick on a stone foundation, and heated throughout with hot water. Work will be commenced at once and the building pushed to completion, as the additional room is urgently needed in this admirably conducted institution. When the addition to the present structure is finished St. Joseph's hospital will compare with any similar institution on the coast.

The Alaskan Boundary.

The statement in the *Times* last evening with reference to the Alaskan boundary is, in substance, entirely incorrect. Its assertion that Mr. Joseph Hunter, M. E., was sent up by the government in 1880 is absolutely untrue. It was in March, 1877, that he went up, his report being sent from Victoria to Ottawa in June of that year. This was two years previous to the visit of the gentlemen whom the *Times* mentions as being "the first to arrange a boundary line." Mr. Hunter did not "confirm" any boundary, as our reliable (?) contemporary states, but, on the contrary, acted upon his own individual judgment, and as a consequence the boundary line is nearer the coast and consequently more favorable to Canada than if it had been established at the point which was then claimed by the Canadian customs authorities. Our contemporary's knowledge of the matter seems to be vague indeed.

Royal Hospital.

The annual meeting of the directors of the Royal Hospital was held at the city hall yesterday afternoon, Mayor Grant presiding. The yearly report stated that the institution was worked to its utmost capacity throughout the year. Many applicants for admission had to be refused, there being only thirty-two beds in the hospital and ten in the convalescent home. The balance on hand at the end of the year was $273.73, the expenditure for the year being $7,337.49. Reference is made to the Jubilee Hospital to be erected this summer at a cost of many thousand dollars. The total number of patients reported for the year ending February 29, were 461 in the hospital and 108 in the convalescent home. There were thirteen deaths in the hospital and two in the home. The new directors elected were Messrs. Joshua Davies, E. McQuade, J. S. Yates, Wm. Chudley, James Fell and Alex. Wilson. A hearty vote of thanks was passed to Messrs. Yates and Chudley, the honorary secretary and treasurer of the hospital board, for the able manner in which they had discharged their respective duties during last year.

From Wellington to Victoria.

This afternoon will take place one of the most important events in the history of Victoria; namely, the formal opening of the new swing bridge across the harbor and the entrance of the first regular passenger train into the city. This long-looked-for event is to be celebrated in a becoming manner, and in order to make the demonstration as general as possible the day has been proclaimed a half-holiday. The schools, public offices, etc., will close, and a general participation in the event is expected, especial accommodation being provided for ladies and children. The streets along the line of route have been decorated with evergreens, and some handsome arches erected on Johnson street. The bridge and the depôt have also been decorated with flags and evergreens, and the train, which will enter the station at exactly 1:44 p. m., will also be gaily decorated, and will cross the bridge to the inspiring "music" of locomotive whistles and bells. The procession will form on Douglas street, between Cormorant and Fort, and in the order published in another column will start at 12:40 sharp along Douglas to Discovery street; down Discovery to Store, and thence to the depot. Upon arrival of the train at the station, the address to Hon. Mr. Dunsmuir will be read by the Mayor, and after the reply thereto the school children will sing "God Save the Queen." The procession will then re-form and march along Store to Johnson street; up Johnson to Government to the E. & N. Railway offices, thence by Courtney street to Douglas and back to the city hall. Hon. Mr. Dunsmuir's carriage will be drawn by four horses, and the firemen will appear in the procession with their engines and hose carts gaily decorated; the employees of the Albion Iron Works will also join in the ranks, members of the B.C. Pioneer Society and Caledonian Society, government and civic officials, employees of the E. & N. railway, etc., taking part. In the evening the citizens' banquet will be held at the Driard, the music for which will be supplied by the Queen City Orchestra, and as a large number of tickets have been disposed of, the affair promises to prove an enjoyable termination to the day's proceedings.

The Manitoba legislature will probably be adjourned to the first week in April.

THE PROVINCIAL LEGISLATURE.

Proceedings of the Second Session of the First Parliament.

THIRTY-SIXTH DAY.

WEDNESDAY, March 28.

Mr. Speaker took the chair at 2:10 o'clock.

QUARANTINE STATION.

Mr. Bole moved, seconded by Mr. Orr, that a respectful address be presented to His Honor the Lieutenant-Governor, requesting him to direct the attention of the government to the necessity of establishing at an early date a quarantine station at New Westminster city.

Hon. Mr. Robson moved that the words "Vancouver city" be added.

Mr. Thompson moved that Nanaimo be also incorporated in the resolution.

The resolution as amended passed.

MUNICIPALITIES AMENDMENT.

Mr. Higgins asked leave to introduce a bill to "amend the municipalities act, 1881, and amending acts."

Leave granted; bill read a first time; second reading on Monday next.

PRIVATE BILLS.

Col. Baker moved, seconded by Mr. Bole, that the standing rules and orders of the house be suspended, in order to extend the time limited for receiving reports from the committee on standing orders and private bills to the 10th of April next.

Carried; and the time extended.

Col. Baker moved, seconded by Mr. Bole, that the standing rules and orders of the house be suspended, in order that the prayer of the petition presented by Samuel Greer may be heard, and that leave be granted to him to present a petition for a private bill.

Hon. Mr. Humphreys objected.

Mr. Speaker said that an hon. member's objection held good and the rules could not be suspended where no notice had been given. But where two days notice of the motion had been given he thought it was decided by rote. He did not positively state such to be the case, but thought on two occasions Mr. Speaker Mara had so decided.

After some discussion Mr. Speaker was granted leave to consider the question and render decision.

LIQUOR LICENSES.

Mr. Semlin moved, seconded by Mr. Bole—That an order of this house be granted for a return of all letters, memorials, and correspondence between the government, or any member thereof, and Mr. Hussey, government agent, or any other person, in reference to the disallowance of the licenses of Peter Fink, hotel-keeper of North Bend, and H. B. Dart, hotel-keeper at Boston Bar.

The hon. mover said there had been no complaints against these tavern keepers, and as they had held licenses for many years, they were unaware what reasons had existed to cause their non-issuance. He thought that the matter should be made public in order that the action of the government in disallowing these licenses should become known.

Hon. Mr. Robson said there was no objection to the resolution, and the papers would be brought down if there were any. The licenses had not been cancelled, but there had been a refusal to re-issue the licenses. If there was any hardship the license act provided a means for the hotel-keeper, whereby he could bring the matter before a county court judge.

The resolution was slightly amended and passed.

EAGLE PASS LANDS.

Mr. Semlin asked the chief commissioner the following questions: What acreage of land has been applied for, or alienated, under the "Eagle Pass Wagon Road Act?" Have any land warrants been surrendered to the government; and if so, how many, and by whom?

Answer—(1st) 5,290 acres applied for—grants not yet issued. (2nd) 17,268 acres alienated by crown grants. (3d) 106 land warrants surrendered, for which crown grants have been issued. (4th) 34 land warrants surrendered, for which crown grants have not yet been issued. The names of the parties who have deposited land warrants and obtained crown grants are as follows: Geo. A. Ainsworth, 4 land warrants; A. A. Green, 7 land warrants; S. Tingley, 4 land warrants; A. W. Yowell, 1 land warrant; Lt.-Col. Jas. Baker, 32 land warrants; J. B. Greaves, 56 land warrants; A. B. Fenwick, 2 land warrants. Total, 106.

ADMINISTRATION OF JUSTICE.

Hon. T. Davie moved, seconded by Mr. Bole, that the order of the consideration of bill (No. 37) intituled "an act to amend the local administration of justice act, 1881, and for other purposes," in committee of the whole be discharged, and the bill referred to a select committee consisting of the following members: Messrs. Bole, Ladner and the mover.

Carried.

HARRISON SPRINGS TRAMWAY.

Mr. Bole, in moving the second reading of the "Harrison River Hot Springs Tramway Co." bill, said the latter was formed for the purpose of developing the Harrison Hot Springs, which promised in the near future to become a source of wealth to the province, and a sanitarium of great resort. The construction of such a tramway would relieve the province from the cost of maintaining a road in that section, as the company would, of necessity, be compelled to keep it in good repair.

House went into committee, Mr. Martin in the chair.

The committee reported the bill complete with amendments.

BEECHER BAY BRANCH.

Mr. Fry, in moving the second reading of the bill entitled "An Act to enable the Esquimalt & Nanaimo Railway Company to construct a branch line to Beecher Bay," was sure that he would have the support of the house. He did not anticipate that there would be any objection raised, as it must be apparent to all that this branch line will, when completed, open up an immense direct business and passenger traffic with the whole North American continent, especially that portion of it lying on the Pacific Coast. This was the avowed object of building the line. It was not proposed to do it for honor and glory alone, but he hoped and firmly believed a good deal both of honor and glory could accrue and be conferred upon the promoters when the line was in full working order. The object was, as before stated, to connect with the system of railways in Washington Territory and California—and it was firmly believed by the promoters that the Americans as well as tourists from all parts of the world, would largely avail themselves of this route in their journey to and from Alaska. Of course the house was aware that it is contemplated to extend the present Esquimalt & Nanaimo Railway on to the extreme north end of the island, from which point easy communication can be had by large ocean-going steamers with all parts of Alaska as well as our own possessions in the north, thus avoiding the long, tedious, intricate, and dangerous passage by way of Seymour Narrows. As regards the City of Victoria alone, this line will be of immense value, and he trusted the mainland members would also see that that which benefits any part of the province would benefit them. Moreover, it would not in any way clash with any existing or contemplated line that may be built connecting us with our American neighbors. The promoters do not ask for anything in aid of their enterprise. All they want is a charter giving them a right of way and he might state that the proposed line passed the entire way from the junction near Goldstream to the salt water at or near Beecher Bay through private property. The only land that will be required from the government is a small quantity to build station buildings, sidings, etc., at the terminus on the salt water. For this the promoters are quite prepared to pay the usual government price for it if this house should decide that they are not entitled to so trifling a consideration. Concurrent legislation was taking place at Ottawa for the purpose of obtaining a charter to run a ferry to connect the two countries and without which the railway would be of no use. There was no difficulty, however, to be anticipated on this hand and he hoped that before the time mentioned in the bill for the completion of the road that honorable members now present would be able to avail themselves of this route to California or to any part of the American continent. Having the fullest confidence in the spirit and temper of the house as regards the enterprise, he would leave it entirely in the hands of hon. members. He might add that the bill had been thoroughly considered in committee, a large committee consisting of some nine or ten members, so that the majority of those gentlemen now called upon to vote on the second reading were already quite familiar with all its merits, and all its details.

Mr. Beaven took exception to several technical points in the proposed bill, especially that section which proposed to give exclusive right to a large amount of coast line. He thought the time stated in the bill for commencement and completion was altogether too extended.

Hon. Mr. Dunsmuir said the charter he was asking for was for the benefit of Victoria. He did not think it would benefit himself. He had not asked for the time limit stated in the bill. It was placed there by the committee. He was ready to commence its construction to-morrow if he was assured that the American line was under way. He had no control of the American line. He had merely the control of the line on this side, and as soon as he was assured that the line on the American side was heading for Port Angeles or some other point.

Hon. Mr. Beaven said the hon. gentleman was speaking in the first person, but his name was not mentioned in the bill.

Hon. Mr. Dunsmuir said the remark was one of the slurring statements of which the leader of the opposition only would be guilty. Although his name was not mentioned in the bill, yet he was the man who was going to build it. However, if honorable gentlemen found fault with it he would ask its honorable introducer to withdraw it. The line was simply for the benefit of Victoria.

Hon. Mr. Davie said it was a remarkable thing to hear hon. gentlemen sneering at this bill.

Mr. Beaven—Who is sneering?

Hon. Mr. Davie said that if not the honorable leader of the opposition, then other honorable members opposite.

Hon. Mr. Humphreys—Snickering!

Hon. Mr. Davie—Well, snickering is probably the better term; it shows your contemptable spirit of opposition to this measure. He could not see that anything unreasonable was asked for. The line was one that would be of infinite benefit to Victoria, and would not be built by any other than the honorable president of the council.

Hon. Mr. Humphreys, after referring to the Hon. Mr. Davie's remarks, said that the present bill was not one to build a road, but merely a bill to give certain parties a monopoly of land along its line.

Hon. Mr. Dunsmuir—Mr. Speaker—

Hon. Mr. Humphreys—(loudly)—Sit down. Order!

Mr. Speaker—Will the hon. gentleman sit down.

Hon. Mr. Humphreys—I will not be interrupted and insulted.

Mr. Speaker—The hon. gentleman will please take his seat.

Hon. Mr. Dunsmuir—I desire to request the hon. introducer of the measure to withdraw it.

After some further angry remarks, in which Mr. Speaker was compelled to remind the hon. gentleman from Comox that he must address the chair in a proper and gentlemanly manner.

Hon. Mr. Humphreys continued, claiming that the bill was not one which would meet with his sanction—it gave privileges that were to extend over a period of years and nothing was required of the company. It would give them a monopoly for seven years to build a line, which would be constructed only when a line on the American side was built.

Mr. Higgins said this bill marked the beginning of a new era in the history of railway enterprises in this province. It was the first bill for railway construction that had come before the house since he became a member which proposed to secure a great public benefit without asking for a land or money grant. The bill asked no exclusive privileges, no freedom from taxation, no crown lands except a right of way (hear.) The bill would be of vast benefit to Victoria and Esquimalt, and through them to the whole province. His constituents were looking to the action of this house on this bill with a feeling of interest bordering on anxiety, because their future depended on its passage. The hon. member for Comox had criticised—not opposed—the bill on grounds that he had just admitted and voted for in the Crow's Nest and Kootenay bill. Why was he now hostilely criticising this measure? He called on hon. members to vote for the second reading of the bill unanimously, as it was one of great importance, involving the connection of the province with the American railway system and conferring other advantages.

The bill then passed its second reading unanimously.

House went into committee, Mr. McLeese in the chair.

Mr. Beaven again claimed that the preamble and petition for the bill did not coincide, which was necessary.

Hon. Mr. Dunsmuir said if the senior member for Victoria city above all others opposed this bill there was perhaps little use of going on with it. He had already explained that the company was not aware at what point the American system would terminate, and if this charter was restricted to Beecher Bay it would not be worth the paper it was written on. The hon. gentleman opposed the bill probably because he (Hon. Mr. D.) was interested in the company. He had proposed this railway simply for the purpose of benefiting Victoria, and gone to a great deal of trouble to secure the probable construction of the American road. The hon. leader of the opposition's constituents sent him here to represent their interests, and now he was endeavoring to defeat them.

Mr. Duck could not see what ground the hon. senior member for Victoria had for opposing the bill. The proposed charter did not give any exclusive right, and the coast line occupied ten miles, instead of fifty. If it was two hundred miles it would be all the better, for it would be in the interest of the country.

Hon. Mr. Humphreys again endeavored to prove that the bill was not one worthy of support. He did not believe that the honorable president of the council was sincere.

Mr. Fry explained that the line would touch some point on Beecher Bay, at what particular one it was not possible at present to determine. For the life of him he could not understand why the honorable leader of the opposition, who was senior member