Weekly Colonist

FRIDAY, MARCH 15TH, 1889.

POST OFFICE ACCOMMODATION.

It is surely a sign that something is wrong with the Post Office administration in British Columbia when its Legislative Assembly finds it necessary to request the Lieut.-Governor's interposition to procure for its distant settlements the postal communication they require. It will be observed that although on almost all other subjects the Government and Opposition differ widely, on this they are united. The Leader of the Government commended Mr. Grant highly for having introduced the subject, and the President of the Council not only supported his motion, but advised that it be made stronger. The Provincial Treasurer emphatically endorsed the representations of the speakers on the Opposition side, and deplored as strongly as any one the want of sufficient and regular mail accommodation. This unanimity is remarkable and shows very clearly that the wants of the province in this regard have not hitherto been properly attended to. Every one must see that a section of the province which contributes as much as one-fifth of its exports should certainly have constant and regular mail communication with the centres of trade. British Columbia should not be neglected by the post office authorities because it is a comparatively young and a distant province. We fear that proximity and pertinacity have more than their fair share of influence with the Postoffice Department. Localities which are near the seat of Government and which have daily opportunities of representing their grievances, real or fancied, receive greater consideration than places which are thousands of miles away and whose inhabitants enjoy few opportunities of personally representing their wants to those in authority. Small farming communities in the East to whom frequent mail communication is a luxury rather than a necessity, get all or nearly all the postal facilities they ask for, while fishing, mining and timber producing settlements in the far west, to whom regular mails are a business necessity, are, as we see, forced to have recourse to unusual means to have their needs represented at the Federal capital. This ought not to be. The Postmaster-General should take the distant provinces under his especial care and should make it his peculiar business to see that their reasonable requirements are attended to. There appears to be too much truth in what Mr. Humphreys said that Provinces which give the Government a steady and a unanimous support are neglected, while those that assume an independent or even a hostile attitude are well cared for. We see by our special telegrams that British Columbia representatives, who are to a man staunch supporters of the Government, are under the necessity of making frequent and vigorous representations to the different departments in order to have bare justice done to their province, and there is not as yet any certainty that their very moderate and most reasonable requests will be granted. The Dominion Government is not wise in putting such a weapon as this in the hands of its opponents. They should not be in a positi n to prefer accusations of neglect which its warmest friends not only cannot gainsay, but which they are obliged to confirm and repeat. When the Federal Government places its friends and supporters in this position it, from a party point of view, does them a great injustice. Those who support the Federal Government in this province ought to be able to demonstrate to friends and opponents that it has its interests at heart and does for it all that any reasonable British Columbian has a right to expect. We trust that the representations of the Lieut.-Governor with respect to the postal facilities needed will be promptly attended to and that Mr. Prior's unceasing labors in behalf of his constituents and the people of the province generally, will not be in vain.

A GOOD MEASURE.

We trust that the Newspaper Libel Act which Mr. Higgins has introduced will be well received by the Legislative Assembly. A good provincial law on that subject is much needed. The law of libel is being amended everywhere. The old laws have become unsuited to modern circumstances and modern ideas. The newspaper is a social necessity, and both governments and individuals have ceased to regard the newspaper press with suspicion and dislike. There is a disposition on all hands to treat the men who supply the people with the news they want and will have fairly if not liberally. But the law which assumes malice on the part of the publisher is most unfair and altogether unreasonable. What malice can a newspaper publisher have against a person of whose existence it may be he is not aware? Where is the malice in giving the public an account of a meeting or the report of a trial in a court of law? These things are done as matters of business without feeling of any kind, and to assume that the publisher was actuated by malice in publishing what some individual may regard as injurious to his business or his character is to take for granted what every one knows is not true. The personal element has been almost altogether eliminated from the newspaper business, and it is only fair to presume that any particular statement which may be libellous or regarded by those who consider themselves injured by it as libellous, was published without malice and without any other intention than to give the public useful information, or to gratify the laudable or the harmless curiosity of the community. Seeing that this is universally the case, the late amendments of the law of libel have done away with the presumption of malice. Mr. Higgins's bill permits the publisher in an action for libel to plead that he was not actuated by malice, and that he was not grossly negligent. This is only fair to the publisher. We do not hold that he should publish indiscriminately everything that is sent to him. We believe that it is his duty to be extremely careful that what appears in his paper should not be intended to do good, law-abiding citizens any injury, and if he, through inadvertence should publish what was calculated to harm any honest man's reputation or his business he should, as soon as he was made aware of the fact, publish a full and frank apology or retraction or give the offended or injured person space to make such explanation as the nature of the case required. This satisfaction Mr. Higgins's bill compels the publisher to make, and it is one that the great majority of those who consider that an injustice has been done them by a newspaper paragraph consider quite sufficient. Mr. Higgins's bill does not extend to publishers immunity in cases in which the libel has been malicious, or in which due care has not been exercised. All that it does is to prevent his being liable to be punished for statements made without malice and after due care has been used to ascertain whether they are true or false. The proprietor who publishes what is false or injurious with intent to lower a man in the estimation of the public, or who refuses to withdraw what he has published and to right the wrong he has inadvertently done, is not in any way protected by the bill under consideration.

We cannot see why any reasonable man should be unwilling to extend to newspaper proprietors this small measure of justice. They, as a class, do their work under difficulties of no ordinary kind. The public see what they publish but very few have any idea of what, out of regard to private character to private interests and to the interests of public morality they reject. It is manifestly unfair that they should be presumed to be always actuated by malice, and that an opportunity should not be allowed them of taking back any libellous statements they may have unintentionally or mistakenly made.

The justice of protecting the publisher who makes a fair and truthful report of the proceedings of a public meeting must strike every sensible man who gives the subject a moment's thought. The publication of the reports of such meetings is a very important part of the newspaper publisher's business and any neglect on his part to give them as full as his space admits and their importance demands, is looked upon as an unpardonable lack of enterprise by the public and is speedily punished, if continued, by loss of reputation and patronage. It is too bad that these reports which the proprietor must publish are inserted at his own risk and that he is left by the law at the mercy of every irascable or malicious person who has been injured by what was said of him by one or more of the speakers. The same remarks apply to reports of trials in the courts of law. When they are important the public will have them, and the publisher if he wishes to keep his paper in existence must publish them, and although the publication of the proceedings in some trials may be objectionable on moral grounds, the insertion in the newspapers of full reports of others is a public benefit. It is evident that under the conditions set forth in Mr. Higgins's bill such reports should be privileged.

We trust that the members of the Legislative Assembly will see that the newspaper libel bill extends nothing to newspaper publishers but what in justice and for the public good should be extended to them. More might very fairly be asked on the part of the publishers but less could hardly be given.

A GOOD INVESTMENT.

We are surprised that the Dominion Government requires to be reminded of the necessity of giving adequate postal communication to the coast settlements of this province. From a merely business point of view, it is to the interest of the Federal Government to extend all possible accommodation to those settlements. The resources of the coast are great. It is rich in minerals, in timber, in fish, and along and near it are large tracts of fine agricultural land. It is as yet impossible to open up this rich country by railways. What is required to encourage settlement, and to stimulate trade is communication by water. The settler on the coast now finds himself, for want of mail, and other communication, almost out of the world, and whatever may be the capabilities of the locality in which he is settled, he cannot on account of this drawback encourage others to settle near him. But if regular steam communication was established between the centres of trade and population and these infant communities, their growth would be stimulated. The country would be developed, and its products would be wonderfully and rapidly increased. What is now unproductive wilderness would then soon be inhabited by thriving communities of wealth producers and taxpayers. Fisheries would be established, mines would be worked, timber would be cut, and the land would be cultivated. A government can afford to wait for results, and if it gave to the existing settlements of the north the mail communication they now require it would soon find that the revenue returns from those and other settlements that would spring up on the route would in the course of a very few years increase to such an extent as to make the investment, from a business point of view, an excellent one.

Assume that the Dominion Government would grant $12,000 a year to keep up regular mail communication with the northern coast and Queen Charlotte Islands for ten years. That would be $120,000. The revenue returns from those parts of the Province are now very small. But at the end of those ten years we are very sure that they would amount to what would be a very high rate of interest on the $120,000. No one acquainted with the country will say that we are too sanguine in believing that the revenue which that section of the coast would yield, would, when the ten years had expired, amount to, at the very least, $12,000. We are quite satisfied that directly and indirectly it would contribute to the Federal Treasury much more than this, for ten years in the life of a new province whose resources are waiting to be developed is a long time. But granting that the Government would receive only ten per cent. on its investment it would find that in giving the settlements of the northern coast the mail communication they are entitled to, was a good paying speculation.

The Government has been granting subsidies to railways for the sake of the indirect benefits they are expected to confer on sections of the Dominion far less promising than the coast of British Columbia. It cannot give that part of Canada railways, it should not therefore hesitate to aid in its development in the only way possible, and that is by granting a fair subsidy to steamship owners who will undertake to make regular trips to distant coast settlements on Vancouver, the Mainland and Queen Charlotte Islands.

THE SPRING.

The weather in this part of British Columbia has been for the last two weeks simply delightful. People living in the East must find it difficult to realize that the weather in the beginning of March in any part of Canada can be so deliciously warm and so uninterruptedly bright as that with which the inhabitants of Victoria are now favored. The air is balmy and the sun has as much power as it has hardly acquired in the middle of June in the eastern provinces. Spring is here already. Vegetation is active. The early flowers, crocuses, snowdrops, daffodils, primroses and tulips are in bloom. The earlier kinds have, indeed, lost their first freshness. The gardeners have been at work, and plants and weeds are showing themselves above ground. We hear of a gentleman who has broad-beans already in blossom. They were planted in the fall. The grass, though it never lost its greenness, has taken a fresh start and assumed a brighter tint. While the ground in other parts of the Dominion is covered with snow and is made by the frost almost as hard as iron, in and around Victoria all signs of winter have disappeared and the country everywhere has put on the beautiful garment of spring. Indeed, to speak correctly, there has been no winter here at all. There has not been a day since last October that an eastern man could call even unpleasant. There has been no frost to speak of, and the rain that came fell in gentle showers. The past winter, it is true, has been exceptionally fine, but at the worst it is never severe here, and it is always short. People in the east who dread the long and bitterly cold winter should come to British Columbia. A country where roses are blooming in the open air at Christmas, and where the gardens are gay with crocuses on the first of March must be a paradise to those who are suffering from the intense cold and the bitter biting winds of a succession of long eastern Canadian winters. Winter sports may be well enough for the young and vigorous who possess more vitality than they know what to do with, but to those who are advanced in years, whose blood has become thin, who are tortured by rheumatism or neuralgia, and to whom warmth means life, the long cool summer, the delightfully sunny autumn, the mild winter and the early spring of Victoria would give a new lease of life, and would add a hundred per cent. to their enjoyment. Those in Canada who dread the eastern winter, and to whom exercise in the open air is an essential condition of health should come to British Columbia.

EDITORIAL COMMENTS.

The talented and well-informed correspondent of the Montreal *Gazette* looks upon Professor Weldon's bill with great favor. He says:—

Great excitement has been caused by Dr. Weldon's bill in reference to the extradition treaty, and it is said that several members of Parliament have been approached by certain celebrated American citizens resident against their will in Canada with a view to its defeat. The professor himself has been the object of very careful scrutiny on the part of the recent arrivals in Ottawa, of whom there are several, who, in the event of the bill becoming law, will have to fly from this Canadian dumping ground of the United States criminals. The constitutional lawyers in the house express themselves very strongly in support of Dr. Weldon's movement, in fact the leading jurists of the civilized world are in favor of such an act. The attitude of the Government has not been determined, but as the bill, if it becomes law, will only go into operation upon the proclamation of the Governor-in-Council, it is not supposed that any political or international considerations will necessitate its opposition. Should the government remain neutral there is little doubt that the bill will carry by a large majority, as there is almost universal feeling that forced expatriation of Yankee thieves will be nothing but an unmixed good to Canada.

THE PORT GORDON'S WRECK.

Names of the Lost—Kind Treatment by the Indians.

PORT TOWNSEND, March 7.—The full names of the men lost in the wreck of the Port Gordon are: Ronald Bannantyne, cook, Scotchman; John Sackey, negro, steward, of Liverpool; Matthew Campbell, seaman, of Greenock, and Andrew Garcia, seaman, Mexican. Garcia is the man who lost his life trying to swim ashore with a line.

Mr. Smith, first officer, speaks in the highest terms of the kindness shown by the Indians who gave the shipwrecked crew food and shelter. A tall Indian named Williams and Sub-Chief Howard were particularly kind. The next morning after the wreck the Indians piloted the crew to Hob's Head, 15 miles up the coast, and then carried messages between Captain Gibb and Mr. Smith. The captain went south, and at last accounts was at Quet's village. He expected to go on to the Quinanet reservation and thence to Gray's Harbor, but two of his men were partly disabled and could not travel horseback.

Mr. Smith declined to make a statement as to the navigation of the ship, holding that it was proper to allow the master to give the statement before the court of inquiry which will be convened to hear the evidence and render findings.

DENVER, March 8.—The Denver, Rio Grande and Western Railroad has ordered a quantity of steel rails to begin widening the gauge to furnish a neutral connection from Colorado to Salt Lake City and Ogden, free or on equal terms to all lines east and west of the Rocky Mountains.

OUR CAPITAL LETTER.

The Week's Doings in the Halls of Legislation.

The Opposition's Second Attack—A British Columbia Railway Bill—Northwest Land Regulations—The Cruelty Bill—The Labor Commission.

OTTAWA, March 2—The weekly story of progress in public business is somewhat to be changed. Tuesdays and Fridays, the big days for work, were gobbled up by the Opposition, but the Government will even up next week by taking Thursdays for the remainder of the session, and in about a fortnight more they will appropriate another private member's day, so that this will compensate the Government for the two days lost. The debate on Mr. Laurier's miscellaneous motion, if anything, showed the Grand Old Man at his very best. It was a positive marvel to note the way in which he met the Opposition leader's onslaught and the vigor of his reply will not be forgotten in a hurry. Mr. Laurier's speech was a plea for the United States all through; Sir John's was a dignified exposition of Canada's duty. He scouted the idea of truculence to the United States, and showed that in its dealings with our neighbors the Government had merely taken the course which it deemed best in the interests of the country. The debate was resumed and finished last evening, Sir John Thompson carrying off the honors. For breadth of argument, diction and force the speech has not been equalled in the House this session.

A B. C. RAILWAY INCORPORATION.

Some two or three sessions ago, owing to the extraordinary powers which promoters of railways asked from Parliament, the railway committee of the House of Commons authorized the preparation of a model railway bill as a guide or model to those hereafter seeking railway incorporation upon which to found their bills. The committee since that time has rigidly insisted upon the provisions of the model being adhered to, and it was therefore little wonder that the bill to incorporate the Victoria, Saanich and New Westminster Railway Co. should receive the overhauling it did on account of the extensive scope of the measure. Col. Prior had the bill in charge for the following incorporators: Hon. A. DeCosmos, Hon. J. H. Turner, M. P. P., C. E. Redfern, jeweller, Alex. Wilson, merchant, A. A. Green, banker, and J. S. Yates, barrister-at-law, all of Victoria. The company is seeking incorporation to lay out, construct and operate a railway of the standard gauge from Victoria to Swartz Bay, North Saanich. Vancouver Island, with a branch line from Victoria to the town of Esquimalt, then on the mainland of British Columbia from a point near Point Roberts, north of the international boundary line, thence by way of Ladner's Landing, Fraser River, to New Westminster, so as to connect there with the Canadian Pacific Railway, with power to construct and operate from the main line branch lines to the city of Vancouver and to a point at Canoe Pass, as well as to a point at Garry Point, Lulu Island, and to the international boundary line, so as to connect with the railway system of the United States, at the town of Blaine in Washington Territory; and the company may, for the purposes of their railway, construct, maintain, own and operate a steam ferry from Swartz Bay across the Strait of Georgia to the terminus of their mainland line at Point Roberts, as well as to either or both of the termini of their branch lines to Garry Point and Canoe Pass.

Clause 5 was a stickler with the committee. It recited that the company, at any point where the railway, or any branch thereof, approaches within two miles of any navigable waters, may purchase and hold as its own absolute property, piers, docks and water lots; and upon the said water lots and in and over the waters adjoining the same, may build and erect elevators, storehouses, warehouses and engine-houses, sheds, docks, piers and other erections for the use of the Company, and the steam and other vessels owned, worked or controlled by the Company, or any other steam or other vessels; and may collect wharfage and store charges for the use of the same; and may erect, build and maintain all moles, piers, wharves and docks necessary and proper for the protection of such works, and for the accommodation and convenience of vessels entering, leaving, lying, loading and unloading within the same; and may dredge, deepen and enlarge such works; and in its discretion may sell, lease or convey the said wharves, piers and docks, water lots, lands, elevators, storehouses, warehouses, engine-houses, sheds and other erections, or any part thereof, or any portion thereof. No such work or any part thereof shall be constructed so as in any way to materially obstruct navigation, or the flow of water on any navigable river; and the company shall not commence the construction of any dock or pier on any navigable water until the plans and site of each such dock or pier have first been submitted to and approved of by the Governor-in-Council.

The powers asked for were considered of an extraordinary value and by unanimous consent the clause was struck out.

Clause 7 fixing the capital stock at $2,500,000 was amended so as to place the capital at $1,500,000. Clause 8 authorizing the Company to grant bonuses to the promoters not exceeding $150,000 was eliminated entirely. Clause 9 authorizing the holding of the first meeting of the shareholders as soon as 10 per cent. of the capital stock had been paid up was amended by substituting "25 per cent. for 10 per cent." Some other changes were made, after which the bill was ordered to be reported.

N. W. LAND REGULATIONS.

An important conference, upon the invitation of Hon. Mr. Dewdney, took place yesterday in reference to Northwest land matters, all the members from Manitoba and the Territories assembling in the Minister's office to discuss certain amended regulations which will shortly come into force. Mr. Dewdney stated that while every latitude would be afforded to *bona fide* settlers, the department was bound to discourage speculative entries by non-residents. He proposed to allow settlers to take burnt and fallen timber on crown lands for purposes of fuel, abolishing the timber dues of ten cents a cord and he said he had decided to recommend his colleagues not to extend the provisions for second homestead entry. The system was not in the true interests of the Northwest, being neither advantageous to the settler or to the country. The gentlemen present, including "Bob" Watson, the only Liberal representative from Lake Superior to the Pacific, declared that the amendments were in the right direction. Mr. Dewdney's consultation with the Northwesterns is an innovation which cannot but be beneficial. By taking them into his confidence he has completely disarmed criticism and won golden opinions from the members. It is expected that before long he will hold a similar conference with the members from British Columbia.

CRUELTY TO ANIMALS.

I referred last week to the fight which had taken place over Adam Brown's "cruelty to animals" bill. That struggle was nothing to be compared to the one that has taken place this week. On Wednesday, in committee of the whole, a motion was carried by one vote that the committee rise, without reporting, thus practically shelving the bill. Next day, however, Adam Brown returned to the charge and moved that the House go into committee to further consider the bill on Monday next. To this Col. Tisdale moved an amendment that the bill be considered six months hence. The division on the amendment resulted in a tie, 91 each. The Speaker voted nay so as to leave the question before the House. A division followed on Mr. Brown's motion, and a few more members having arrived in the meantime, this was carried on a vote of 96 to 92. The tie vote has naturally aroused a good deal of discussion, such an occurrence being very rare in the House. A search through the Journals of the Commons reveals the fact that it is nineteen years ago since Mr. Speaker had to exercise his prerogative of giving the casting vote. During the session of 1870, a bill relating to interest was under discussion and the vote stood 56 to 56. The Speaker on that occasion recorded his vote with the yeas, thus carrying the three months hoist, upon which the division was taken.

THE PRICE OF FUEL.

No doubt one of the chief things which has retarded settlement along the North Saskatchewan has been the lack of communication with the outside world. Settlers have been conscious that if they went in there and raised a good crop the want of access to market—the enormous cost of teaming across the prairies—would effectually minimize the result of a season's labors. Consequently until the C. P. R. is intersected and bisected with railway lines running into the northern country, towards Edmonton and Prince Albert, settlement will make but slow progress. Similarly another question which has operated against the development of the Northwest is the lack of fuel. It is now known that the Canadian Northwest possesses one of the finest coalfields on the continent, and for those along the line of railway that great desideratum of a Northwest winter—fuel—is forthcoming plentifully for a monetary consideration. At the present time there is a bill before the House to incorporate the Alberta Railway and Coal Co. with power to build a line to Lethbridge, the terminus of the Galt line, to the boundary line in Montana, and over it a vigorous fight took place in the interests of the Northwest settler, which, it is to be regretted, was unsuccessful. Sir. A. T. Galt is the president of the new line, and it was with the idea of securing cheap fuel that "Bob" Watson moved a clause providing that the maximum rate for carrying coal be fixed at a cent a ton per mile. He showed that at the price coal was sold last year in Calgary—$8.50 per ton—the company enjoyed a profit of $4.91 on every ton. Watson's proposal was, however, downed by a vote of 97 to 49.

THE LABOR COMMISSION.

The Royal Commission on Labor terminated its proceedings this week and, contrary to anticipation, two reports have been presented to the Government. It is well known that anything but harmony has prevailed among the members of the commission, the representatives of the capitalists pressing their views with too much energy to suit the views of the genuine labor men. The intention, it appears, was to prevent the acceptance of evidence that would establish the necessity for labor legislation. A few days ago, while the report was under consideration, the chairman, Mr. A. T. Freed, editor of the Hamilton *Spectator*, presented a report merely reviewing the evidence taken. The other members of the commission, however, insisted that recommendations should be added. Mr. Freed thereupon declared his report adopted and adjourned the meeting. The labor representatives proceeded forthwith to elect as their chairman Mr. Kelly, of St. John, N. B., himself a large employer, but one who had shown himself thoroughly in sympathy with the working classes. A report recommending legislation on a number of matters was thereupon concurred on, and this, along with Mr. Freed's report, has gone in.

THE UNITED STATES MAGNANIMITY.

The Ottawa correspondent of the Toronto *Empire* writes as follows to his paper:—The Opposition policy these days appears to be to magnify the United States and the United States Government at the expense of Canada. Mr. Laurier's plea on behalf of the American Government was most effectively shattered by Sir John Macdonald last evening, and if further evidence beyond that given by the Premier was needed to show that the United States has not always manifested that conciliatory spirit in dealing with Canada and Canadians which Mr. Laurier represents it has, it is forthcoming to-day in the announcement from Victoria that Captain Warren, four or five of whose vessels were seized in Behring's Sea in 1886-1887 by United States revenue cutters, has been compelled to assign for the benefit of his creditors on account of the losses sustained. The steam sealer Thornton, the property of Capt. Warren, and valued at $10,000, was seized in October, 1886, and the year following three or four schooners belonging to him were seized without the smallest justification. Warren has been endeavoring to secure justice for the outrageous conduct of the United States officials, but hitherto without success, and has finally been compelled to give up business. His case is one of United States magnanimity and conciliation which Mr. Laurier might study to advantage.

INTERIOR NEWS.

(Donald Truth.)

At Rogers Pass yesterday at 15 o'clock the thermometer registered 88 degrees in the sun, and 36 at 17 o'clock—only a fall of 52 degrees in two hours.

Last night, at his residence, Sheriff Redgrave, with a few genial spirits, celebrated his fifty-eighth birthday. Sheriff, here's that you live to celebrate 58 more anniversaries of your birth, and that at each celebration genial spirits be with you.

A company has been organized at Golden to sink to bedrock in this creek. Work will be commenced at once at a point about two miles up the creek from the Columbia river, and will be under the direction of Pat Cummings, the well-known civil engineer. Sufficient money has been subscribed to make the undertaking a success.

The last weekly cleanup by the Perry Creek Gold Mining Company amounted to $600 in dust, considerably more than enough to pay the weekly pay-roll. This company deserves all the good luck that can fall to it. They have expended large sums of money under adverse circumstances, and always managed to pay their miners the Nevada scale—$4 a day.

(From the Sentinel.)

Mr. George Robertson of Westminster was married to Miss Jane P. Wilson, of Scotland, at the Dominion Hotel, Kamloops, on the 4th inst. by Rev. J. Chisholm, M.A.

A meeting of the directors of the Inland Stock Raisers' Association was held on Tuesday, at which it was decided to have the by-laws and regulations printed in book form for the use of the members.

A meeting of the executive committee of the Kamloops branch of the B. and F. Bible Society was held in the *Sentinel* office on Monday evening last. A committee was appointed to secure the services of two ladies from the Methodist and Presbyterian congregations to solicit subscriptions for the purchase of Bibles and other necessaries for the branch.

CAPITAL NOTES.

Effort to Get Mining Engineers to Visit the Pacific Coast,

To Enquire into the Resources of British Columbia—Anti-Jesuit Meeting at Ottawa—Residents of Labrador for the Territories.

[From Our Own Correspondent.]

OTTAWA, Ont., March 11.—In the house to-day, Hon. Mr. Dewdney announced the government's intention to introduce ballot elections in the Territories.

A discussion took place on Mr. Charlton's motion for the commons to rise at midnight when night sessions commence. Sir John said that if this was adopted it would place the business in the hands of the opposition. It was therefore decided to follow out the unwritten rule adopted this session. Next year a committee will be appointed to consider the matter.

The senate to-day resumed the debate on trade relations. Senator Haythorne (grit) strongly advocated the building up of a trade with Australia.

The Toronto board of trade is organizing an opposition to the anti-combines bill.

Col. Prior and Mr. F. S. Barnard, accompanied the delegation to Sir John this afternoon, who asked $2,000 to entertain the American Institute of Mining Engineers, who meet at the capital this year. The idea of the British Columbia members is the getting of the engineers to visit the Pacific Coast to inquire into the resources of British Columbia.

Mr. Bournot's work on parliamentary procedure has been adopted by the Italian parliament.

A big anti-Jesuit meeting was held here last night.

It is proposed to deport residents of Labrador to the territories.

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MONEY TO LOAN on Mortgage at Low Rates. Town Lots and Farming Lands for Sale on easy terms.

Victoria, B. C., May 16th, 1887. e24-tf-dw

NO RAFFLES!
NO CLEARANCE SALE!
NO HUMBUG!

But genuine good EVERY DAY values in BOOTS & SHOES. Backed up with a large Stock to select from, are some of the reasons for the constant and continuous growth of BUSINESS at

ERSKINE'S Boot and Shoe EMPORIUM,

132 GOVERNMENT STREET, COR. JOHNSON.

N.B.--ENGLISH 'K' BOOTS KEPT IN STOCK

mar23-d&w-1yr

E. G. PRIOR & CO.

---Dealers in---

IRON, HARDWARE,

Farming Implements,

WAGONS, BUGGIES, CARTS, &c.

We have the finest Premises and the largest and best assorted Stock in the Province.

Call and see our goods and get our prices. feb1-dw-1y

$2,000 APRIL 1st, 1889. $2,000 OCTOBER 1st, 1889.

$2,000 JULY 1st, 1889. $2,000 JANUARY 1st, 1890.

SMOKERS OF

WM. S. KIMBALL & CO'S

CIGARETTES:

FRAGRANT VANITY FAIR!

"SATIN," and other Straight Cuts.

"LITTLE JOCKEY" and "High Grade" Brands,

ARE DIRECTED TO THE FOLLOWING:

CASH SCHEME

IN FORCE FOR THIS YEAR.

Copy of the Certificates Now Packed in Each Box or Package of Our Cigarettes:

THESE CERTIFICATES Returned to us will be Redeemed IN CASH, as follows:

100 Certificates, 25 Cents, or any one of our Albums.
200 " 50 " 500 Certificates, $1.50
300 " 90 " 1000 " 3.00

For these Certificates please send me Cash, and enter my name for next Distribution of $2,000.

Name,

City,

NOT VALID WITHOUT SIGNATURE. State,

Reverse Side of Certificate:

ALL CERTIFICATES returned to us will ALSO BE CREDITED to the owners for future chances in the Cash Distributions of $2,000.00, which take place on the 1st of the following Months: April, July, October, 1888, and January, 1890.

The Largest Number received from any one person on these dates will be entitled to	$100.00	7th Largest	$40.00	To the next Seventy-five, $3.00 each	$225.00
2nd Largest	90.00	8th "	30.00	To the next Two Hundred, $2.00 each	400.00
3rd "	80.00	9th "	25.00	To the next Five Hundred and Eighty-five, $1.00 each	585.00
4th "	70.00	10th "	20.00		
5th "	60.00	11th "	15.00		
6th "	50.00	To the next Eleven, $10.00 each	110.00		
		To the next Twenty, $5.00 each	100.00	Total	$2,000.00

THE ALBUM or OLD CERTIFICATES formerly packed in our Cigarettes will be received and credited in the same manner, thereby entitling you to an Album or Cash, AS WELL AS A SHARE in the Cash Distribution of $2,000.00.

ROCHESTER, N. Y. WM. S. KIMBALL & CO.

BEAR IN MIND that all ALBUM or OLD CERTIFICATES formerly packed in our Cigarettes will be received and Paid for in the same Manner as Above.

6-lt-d-w