From the DAILY COLONIST, March 31.

THE CITY.

Well Provided For.

The old-time fire horse Dixie has found a good home in the stables of the Lieutenant-Governor.

Ministerial Dinner.

Cards are out for a ministerial dinner at the residence of Hon. C. E. Pooley on Thursday evening, April 6.

Died in Portland.

Mrs. A. C. Trainor left for Portland last evening to attend the funeral of her sister, Mrs. Frank McGuire. The deceased was but 20 years old, and leaves a husband and infant child.

Mourns His Loss.

One of the employes of the Eureka livery stables on Pandora avenue, mourns the loss of an overcoat, a suit of clothing and umbrella, which some one abstracted from the loft. The thief entered by means of a ladder.

Removed to Victoria.

Mr. F. M. Rattenbury, architect for the new Provincial Government buildings, has decided to remove from Vancouver to this city, and has secured rooms 34 and 36 in the Five Sisters' block, of which he has already taken possession.

To Recommend Amendments.

The directors of the Jubilee hospital at a special meeting on Tuesday night, discussed what are deemed desirable amendments to the Hospital Act, and named Messrs. Eberts, Yates and Helmcken a committee to prepare a petition to the Legislature covering the views of the board.

The Champion of Single Tax.

His Worship Mayor Beaven will preside at a lecture to be given in Philharmonic hall on Saturday week by Mr. Louis F. Post, of New York, who is announced as "after Henry George, the greatest exponent of single tax." The subject announced is "Single Tax."

Death of Mr. C. N. Spotts.

C. N. Spotts, of Lake district, and for some years a resident of this city, died yesterday morning after a brief illness, and will be interred at Ross Bay cemetery tomorrow. The deceased was a native of California, 38 years of age, and leaves a sorrowing widow and family of seven.

Death of an Ex-Victorian.

Letters just received from San Francisco contain the sad news of the death there on the 21st instant of Mrs. William Mahon, a native of Galway, Ireland, and former resident of this city. Five of her children are still residents of Victoria—Messrs. William and Thomas Mahon, Mrs. James Walsh and the Misses Fannie and Annie Mahon.

Five Full Carloads.

The greater portion of British Columbia's World's Fair exhibit is reported to have reached Chicago, where Commissioner C. F. Law was waiting to receive and put it in place. The remainder, perishables which could not be sent while the intense cold prevailed, will go forward shortly. The entire contribution from this Province makes about five full carloads.

Chief Hussey's Little Army.

Superintendent Hussey and his special force, the majority of whom are experienced police officers, leave for the scene of the Kitkatlah-Kamsquits trouble on the Dominion steamer Quadra at 8 o'clock this morning. Only one stop will be made on the way up—at Departure Bay, where the steame recals—and the Quadra will probably be back within a fortnight.

Freeman—Fletcher.

At 57 King's road last evening Rev. Donald McRae, assisted by Rev. Alex. Frazer (Comox), united in marriage Mr. Samuel Freeman and Miss Martha Fletcher. The bride wore her travelling dress and was attended by Miss Agnes Gibson, while Mr. Charles Hutchison supported the groom. After partaking of a *recherche* dinner the happy couple left on the North Pacific for a tour of the Sound cities, accompanied by the good wishes of a host of friends.

Must Furnish Particulars.

Mr. Justice Walkem has made an order in the case of the petition against the election of Dr. Hugh Watt as member of the Provincial Legislature for Cariboo, that particulars of the alleged fraud must be furnished by the petitioners within six days, otherwise the action will be dismissed with costs. Messrs. Drake, Jackson & Helmcken for defendant, Messrs. Eberts & Taylor for the petitioners.

Honoring a Veteran.

Yesterday was the sixty-seventh birthday anniversary of Mr. William Cullin, the veteran printer, and Victoria Typographical Union, No. 201, celebrated the event and at the same time recognized Mr. Cullin's ability, experience and devotion to the interests of the craft by naming him delegate to the International Typographical Union, which meets in Chicago during the fair—sometime in June. In 1870 Mr. Cullin enjoyed a similar distinction, representing Toronto Typographical Union at the Cincinnati convention. His son, Mr. W. H. Cullin, has been chosen as alternate by Victoria Union.

Daylight Burglars.

On Sunday last some "person or persons unknown" entered the office of the shipping agent, Capt. H. G. Lewis, and made away with about $25. The entrance to the office was effected through the front door, which was opened with a duplicate key. The house of Mr. P. J. Goepel, on Menzies street, was also broken into on Tuesday afternoon, while the family were absent, and valuable jewelry taken. The robbers entered through the pantry window and ransacked nearly everything within in their search. A number of neighbors in the vicinity saw two suspicious characters loitering around the house before the robbery, and according to their description the men are evidently the same who are suspected of similar mischief in the city.

City Police Court.

The City Police court presented quite an Oriental appearance yesterday morning owing to the presence of a large number of Chinamen who gathered to see "the Barbarians" deal out justice to their Mongolian brothers. The case of Chin Sing, charged with assault and stealing a gold watch and $40, was continued. The charge of assault was continued, but the larceny count was withdrawn, and a joint charge to that effect was laid against Chin Sing and Ah Moon, whose defence will be heard to-day. Wo Ching, charged with running a laundry without a license, pleaded guilty, paid up his fees and costs and was dismissed. Beem Seen Law, charged with a similar offence, took the same method to get out of the difficulty. Chen Sing paid $5 for making an impromptu fireworks exhibition out of his chimney, against the statute therein made and provided. Ah Loy, charged with the theft of a pair of trousers, was found guilty the day before. The judge looked up his record, found that the man was an old offender and gave him three months. A penitent "first drunk" was told to go and sin no more, and the court adjourned.

Election of Officers.

At a meeting of Loyal Dauntless Lodge, C O O F., M U., held on Tuesday evening the following officers were elected: L. D. Cunnings, N. G.; L. Dunback, V. G.; C. Logan, secretary; W. Thompson, M.S.; J. Pierce, treasurer; J. Bruce, warden; P. McLagan, I G; A. McLagan, O. G.; A. Lucas, R.S.N G; W. H Owens, L S N G; K. Williams, R.S V.G.; R. Archibald, L.S. V.G.; Messrs. Tagg, Thompson and Cunnings, trustees.

ALASKA BOUNDARY SURVEY.

OTTAWA, March 28.—W. L. King, of the Interior department, has completed arrangements for his departure early next month to Alaska. He goes as the Canadian commissioner on the international commission appointed to begin the work of defining the boundary line between British Columbia and Alaska. The American commissioner is Prof. Mendenhall, of the U. S. coast survey. A start will be made from Victoria, B. C., in Government steamers at the end of April. The instructions to the commissioners are very precise. They are asked to gather dates and facts necessary for the delineation of the frontier. Work will be commenced at the southerly end of Prince of Wales Sound. The joint survey will comprise ten or eleven parties of about eight men each. This is rendered necessary owing to the necessity of making explorations and comparing notes. The question is one difficult of solution. When the treaty was negotiated in 1825 nothing was known respecting the topography of the country. The treaty provides that the boundary shall follow the summits of the highest peaks of mountains, running parallel, but yet not more than ten leagues distant from the coast. According to the recent convention with the United States the survey parties will be distinct, but each country will have a representative on them. It is expected that the southern half of the boundary will be surveyed this year and the remainder, extending to Mount St. Elias, before the fall of 1894.

MARINE MOVEMENTS.

Owners of the Lost "Michigan" Determined to Do Their Own Wrecking—"McDonald" Salvage.

Navigation Opened on the Kootenay—Returned With Thanks—Warships Moving.

An agreement in the case of the wrecked steamer Michigan has almost been reached between Collector Milne and the owners, and it is expected the wreck will be handed over to the latter party to-day. As there are no salvors in this case, the owners will have no heavy expenses to pay other than those of the Government for keeping officers in charge, and all they are required to do is to guarantee Collector Milne enough money to pay the debts. This matter cannot at present be adjusted, as it is not known what the officers who are now watching the wreck will demand as wages. The matter has caused a great deal of trouble to Collector Milne, who will be glad to have the case disposed of. It is understood the owners propose wrecking the Michigan, for which work a British vessel would necessarily have to be called into service, as the wreck is in Canadian waters.

RETURNED CHINESE.

Thirty Chinese in transit ex ss. Tacoma, and who had been refused a landing at the City of Destiny, arrived over by the North Pacific last night, and another party of 47 may be expected by the Haytian Republic to-day. Concerning the latter the Post Intelligencer has the following: "The steamship Haytian Republic, which arrived yesterday from Portland, had on board 47 Chinese coolies who were refused admittance at Portland, and the steamship was under bonds to return them to Victoria. These are a part of the shipment of Chinese that caused the recent trouble in Portland. Sixty-seven were admitted at night, and on investigation by Inspector Coblentz, of this city, two customs officers were suspected by the department charged with having admitted Chinese fraudulently. Nine were landed at Astoria, but the remainder were refused admittance and sent back to British Columbia. The Haytian Republic arrived here at 2 o'clock a m., discharged 37 tons of freight at the city dock, and left early for Tacoma. She returned here last night, took fuel and cleared for Victoria."

MARINE ENGINEERS PASSED.

As a result of the recent marine engineers' examination conducted by Mr. J. A Thomson, inspector of steamboat machinery, the Department of Marine and Fisheries at Ottawa have forwarded to that gentleman certificates to the following successful candidates: Roderick Morrison, fourth class; James Duncan McInnes, third class; James Edward Langley, fourth class; Ernest Davies, fourth class; and William Rogers, second class. These certificates can be obtained by the candidates by calling at Mr. Thomson's office in the Custom House building.

THE MCDONALD SALVAGE.

All the trouble between the salvors and owners of the wrecked steamer J. R. McDonald was finally settled last evening, and all that remains at issue now is the difficulty existing between Capt. Clarke and C. H. Pennington, to be arranged in court. The salvors have obtained their share of the profits, and Collector Milne has been guaranteed sufficient money to pay Capt. Clarke if the decision of the court is in his favor. It is not known what amount of money the salvors received, but it is understood the agreement come to has been satisfactory.

ALASKA EXCURSIONS.

A San Francisco dispatch says that the Pacific Coast Steamship Co. is arranging for the departure of its first excursion steamer to Alaska. Already there has been a full demand for the accommodations on the steamer Queen. On June 4th the City of Puebla will leave this city, connecting at Port Townsend with the Queen, which will depart for Alaska on June 7th and arrive at Sitka on June 12th.

NORWICH, Conn., March 28.—On Sunday afternoon, March 19, an exhausted carrier pigeon lit upon a fence back of Rev. F. E. Fellows' house on Otis street. The next day it was found on the ground dead. Upon the pigeon's leg was an aluminum band marked "N. 5,766." The bird was found on examination to have died from starvation. It is said there were pigeons on the missing steamer Naronic, and the question is, was this one of them?

PROVINCIAL LEGISLATURE.

Third Session of the Sixth Parliament.

FORTY-FIRST DAY.

WEDNESDAY, March 29, 1893.

The Speaker took the chair at 2 o'clock. Prayers by Ven. Archdeacon Scriven.

PRE-EMPTIONS IN TIMBER DISTRICT.

MR. BROWN moved, seconded by Mr. Kitchen, for a return showing all correspondence between the Department of Lands and Works and any person or persons, relating to the pre-empting of certain lands within the McLaren Ross Lumber Co.'s timber limit on Campbell river and Duncan's bay, Vancouver Island; also, all affidavits of persons who have filed records of pre-emption within the said limits, and the dates of such pre-emption records.

MR. BROWN explained his reason for wishing to have the correspondence. Certain of his constituents felt themselves aggrieved in connection with the pre-emptions in question and wished to have the matter looked into.

HON. MR. VERNON said he was pleased to hear the moderate language of the hon. mover of the resolution. The fact was just as had been stated, that certain parties felt they had a grievance, but he was satisfied when the correspondence was brought down that it would be seen that the Government, and more particularly the Lands and Works department, which had to do with the matter, had acted properly and fairly. He (Mr Vernon) had suggested to the complainants to leave the matter to arbitration and at first the proposition was accepted but later on was declined. He would be happy to have the correspondence laid before the House at an early date.

The resolution was adopted.

VANCOUVER Y. M. C. A.

The House went into committee on the bill to incorporate the Vancouver Y.M.C.A., Mr. Croft in the chair. The bill was reported complete without amendment.

VICTORIA CITY OFFICIAL MAP ACT.

The House went into committee on the Victoria City Official Map Act, Mr. Kellie in the chair.

There was a considerable discussion on clause 24, which requires owners of property, before sub-dividing, to get an order from a Judge of the Supreme court to file their plan.

HON. MR. DAVIE did not know that this was a matter which should be incorporated in the Victoria Act. If it was a good law why not have it in the general Land Registry Act?

After some discussion,

MR. HUNTER said that he had no objection to this clause so far as it referred to streets, but when it went further than that and gave the Council power to say how a man should or should not sub-divide his property, then it became an impudent interference with private rights.

The clause carried.

The committee reported the bill complete with amendments.

COLUMBIAN METHODIST COLLEGE.

The House went into committee on the bill to incorporate the B. C. College, Mr. Stoddart in the chair.

The name of the institution was changed to the "Columbian Methodist College."

The bill was reported complete with amendments.

OSOYOOS AND OKANAGAN RAILWAY.

The House went into committee on the bill to incorporate the Osoyoos and Okanagan Railway Company, Mr. Rogers in the chair.

The bill was reported complete with amendments.

BEDLINGTON AND WEST KOOTENAY RAILWAY.

The House went into committee on the Bedlington and West Kootenay Railway bill, Mr. Sword in the chair.

The bill was reported complete without amendment.

KOOTENAY CENTRAL RAILWAY.

The House went into committee on the Kootenay Central Railway bill, Mr. Kitchen in the chair.

MR. CROFT moved an amendment to permit the building of a branch line from Kaslo to Bear Lake, thence to Carpenter Creek.

MR. BOOTH said that this amendment brought up the whole question which had been fought out before the Railway committee for several days, and the result was the bill at present before the House. He recalled the fact that a company had been chartered last year to build a line over this country, and the company thus chartered had shown its *bona fides* by spending a considerable sum of money. After reviewing the circumstances he said that he believed the Railway committee had come to a just conclusion in the matter, and it would be in the interests of the Province to have the Kaslo-Slocan built, so that ore might be smelted in the Province.

MR. KELLIE strongly opposed the amendment. Last year, he said, the gentlemen who were now building the Kaslo-Slocan railway had secured a charter from the House. Up to that time Kaslo was practically unknown, but no sooner had this company made their arrangements than the town became widely known. They first built trails in various places, spending $7,000 to $8,000 in this work. Later on a wagon road was wanted, and the railway company came down with $10,000 in solid cash, and placed the country in such a position that some 30 or 40 tons of ore a day was now coming out. If these gentlemen had not come forward and put up their money, and developed the country in this way, it would still be wrapped in forest gloom and mountain solitude. (Hear, hear.) This company had put up $25,000 in bonds to secure their land grant, and had spent $30,000 in the work and here now was another company coming along to try and get a blanket and paper charter to force these gentlemen to give up some of their property. This Kootenay Central Railway Company had not turned a sod or spent a dollar or let a contract in that country that he knew of, and it would not be a credit to the country now to let them throttle those who were really spending their money to advance the interests of the district. (Applause.)

MR. BROWN opposed the amendment, which he regarded as one to bulldoze the Kaslo-Slocan Railway Company.

MR CROFT claimed that the minority of the Railway committee and the majority of the House had a right to express their opinion. He did not think the Kaslo-Slocan company would be prejudiced. The money it was claimed was spent, had been spent by the townsite company and not by the railway company.

MR BROWN said he had come to the conclusion when this bill was before the Railway committee that it was a grab game. The Kootenay Central people had found out that the Kaslo-Slocan company had a good thing and wanted to make them divide up.

HON. MR. BEAVEN was at a loss to understand why the Railway committee had acted as they did, as their action practically amounted to the grant of a monopoly.

HON. COL. BAKER said he could not lose sight of the report of the Railway committee. If there was no report he would vote for the no-monopoly proposition of the hon. leader of the Opposition, but there being a report he could not bring himself to lose sight of it.

MR. FORSTER opposed the amendment.

MR. COTTON said he would support the amendment.

DR. WATT, in opposing the amendment, referred to the fact that the hon. leader of the Mugwump party (Mr. Cotton) had not his followers under very good control, or they would not show this difference of opinion on such an important matter. He thought the House could very reasonably take the report of the railway committee as being a just and fair decision.

HON. MR. DAVIE wanted more information as to the rights of the Columbia & Kootenay Railway Company to build a road along this line, as the matter of whether they had that right or not would no doubt affect the vote of some hon. members, as it certainly would his. He referred to his opinion last session—in voting to refuse a charter to a company to parallel an existing tramway between Vancouver and New Westminster. He thought then, and still thought, that the best interests of the country were served by refusing such a charter. When a company, acting on the faith of a charter of this House, had expended large sums in a public work which was in successful operation, it would be unfair, and would be a discouragement to capital coming into the country, to permit the existing enterprise to be paralleled by a competing line, unless the public interests imperatively required it, and especially was this the case when the result would be to ruin the existing enterprise. Continuing, he summarized the argument of the hon. member for West Kootenay that the Kaslo Slocan Co. were the first in the field, were the discoverers of the field, and had spent a considerable sum of money in their enterprise, and that now this second company wanted to take away the reward which the enterprise of the first in the field had earned for them. Whilst this was a sound argument, yet a second road had already a charter for a parallel line. If there was already one competing line there would be no disadvantage to the Kaslo Co. in granting the same privilege to a third one. With him it was simply a question of fact. Had, as had been stated by Mr. Croft, the Columbia and Kootenay Co. the right to build the line as well as the Kaslo Co.? If so, he could see no reason why the third company should not be permitted to compete also.

The committee reported progress and asked leave to sit again.

It being 6 o'clock, the Speaker left the chair.

EVENING SESSION.

The Speaker took the chair at 7:30 o'clock.

KOOTENAY CENTRAL RAILWAY.

The House went into committee on the Kootenay Central Railway bill, Mr. Kitchen in the chair.

MR. CROFT, in order to give hon. members a better opportunity of looking into the matter of previous charters, moved that the committee rise, report progress and ask leave to sit again.

SUPPLEMENTARY ESTIMATES.

HON. MR TURNER presented a message from the Lieut.-Governor transmitting the Supplementary Estimates.

The message was considered in committee of the whole and reported to the House.

The report was referred to committee of supply.

NAKUSP AND SLOCAN RAILWAY.

MR. MARTIN moved the second reading of a bill to incorporate the Nakusp & Slocan railway company.

The second reading carried.

WHETHAM COLLEGE BILL.

The House went into committee on a bill to incorporate Whetham college, Mr. Smith in the chair.

The bill was reported complete with amendments.

PACIFIC TELEPHONE AND CABLE CO.

The House went into committee on the Pacific Telephone and Cable Co.'s incorporation bill, Mr. Booth in the chair.

MR. COTTON moved to insert a two years' time limit, within which period a cable should be laid between Vancouver Island and the Mainland.

HON. COL BAKER moved to insert a time limit of two years for commencement and five years for completion.

MR. HONYE said he had a letter before him from the Burrard Inlet Telephone Company saying that they were going to construct a telephone cable to commence work within two years, and if a bill of the kind before the House were passed withont a time limit it would militate against the financing of the project.

HON. COL. BAKER'S amendment carried.

The bill was reported complete with amendments.

SECOND READINGS.

The following bills were read a second time:—

Kaslo-Slocan Tramway bill, Dr. Watt.

Mount Tolmie Railway bill, Mr. Eberts.

Nelson and Arrow Lake Railway Company bill, Mr. Rogers.

Kaslo Electric Light and Water Power bill, Mr. Kellie.

B. C SOUTHERN RAILWAY.

The House went into committee on the British Columbia Southern Railway Land and Subsidy bill, Mr. McKenzie in the chair.

The bill was reported complete without amendment. Report was adopted, bill read a third time and passed.

BILLS INTRODUCED.

HON. MR. DAVIE introduced bills to amend the Jurors Act, Execution Act and Official Administrators Act.

BENEVOLENT SOCIETIES BILL.

The House went into committee on the Benevolent Societies bill, Mr. Smith in the chair.

The bill was reported complete with amendments. Report was adopted, bill read a third time and passed.

COUNTY COURTS BILL.

On consideration of the report on the County Courts bill,

HON. MR. DAVIE moved an amendment to give to a County Court judge power to release an attachment or garnishee on wages before judgment on security for the amount sued for being given.

The report was adopted; bill read a third time and passed.

SUPREME COURT BILL.

Report of committee on the Supreme Court bill was adopted; bill read a third time and passed.

LEGAL PROFESSIONS BILL.

The House went into committee on the Legal Professions bill, Mr. Stoddart in the chair.

Bill was reported complete with amendments.

HORTICULTURAL BOARDS BILL.

The House went into committee on the Horticultural Boards bill, Dr. Milne in the chair.

The bill was reported complete without amendment. Report was adopted, bill read a third time and passed.

The House adjourned at 11:25 p.m.

THE BRITISH PACIFIC.

Mr. Frank Bakeman Discloses the Financial Standing of His Company.

The Necessary Capital Secured—Construction to Begin When Final Legislation Is Had.

Mr. Frank Bakeman, who went over to Seattle for the purpose of cabling to the financial syndicate he has secured to build the line of the British Pacific (Canada Western) railway, returned last night and is at Hotel Victoria. To a representative of the COLONIST, Mr. Bakeman said that the statements published in the Seattle papers, and reproduced here, were substantially correct. He said: "I feel authorized now for the first time to disclose the names of the chairmen of the New York and London syndicates. Lord Thurlow, a member of the Privy Council and prominent in the English financial world, is at the head of the London capitalists, Mr. E. N. Dickerson, of Wall Street, being chairman of the New Yorkers. This combination of capital will be joined by others from the several financial centres of Europe. The financial company, which has been registered at London under the Imperial Companies Act, has a capital of $5,000,000. The whole of this amount has been subscribed. The purpose of this company is to finance the construction of the proposed railway, and kindred corporations which may be brought into existence later on for the development of the country through which the railway will run. For the building of this railway alone it is estimated that $25,000,000 will be required. Of this company Lord Thurlow will be chairman, and a prominent resident British Columbian, vice chairman.

"It may be proper to explain that an agreement will be entered into between the financial company and these syndicates to take the bonds as issued for the entire amount on a basis of about $15,000 per mile. This will leave a deficiency in the cost of construction of from $8,000 to $10,000 per mile, which must be met from the sale of stock issued by the railway company as construction progresses. Those becoming financially interested will purchase all stock not taken by the public. This will furnish all the money necessary to construct the railway.

"The providing of this money is, however, conditional upon some further aid being extended to the railway other than the land grant. For the latter alone no capital can be found to build the line. Having been assured that aid by way of guarantee on the bonds of the company would be given by the Province and City, the next step is to secure legislation to this end. This accomplished, the work of construction would at once begin. Without a guarantee on a reasonable amount no capitalist would consider the proposal for a moment. However," Mr. Bakeman said, "I feel no uneasiness about this question of guarantee, as I have had repeated assurances that upon my securing the necessary capital for the undertaking the guarantees would be forthcoming.

"Naturally, unforeseen obstacles have arisen in negotiating for the financing of so large an undertaking, and these have caused the delay in concluding final arrangements. Matters were now in such shape that there can be no question of failure," said Mr. Bakeman, "the only thing lacking to enable the immediate commencement of construction being the settling of the guarantees."

CITY COUNCIL MEETING.

The City Council held its regular weekly meeting in the City Hall last night, there being present His Worship the Mayor and Ald. McKillican, Styles, Bragg, Miller, Henderson, McTavish, Baker and Belyea.

The Board of Management of the B. C. Agricultural Association communicated with the Council, stating that the Association was being practically carried on by a few and, in view of the objects of the organization, the Council was asked to contribute $3,000 towards its funds. Referred to the Finance committee.

The Finance committee asked for warrants for sums amounting to $13,353 49, for various expenses for the year 1893. Report received and adopted.

ALD. BRAGG called attention to the fact that the Street committee is just now doing a considerable amount of work, and he hoped the citizens would take due note of the fact.

The Finance committee further reported the expenditure of $172 60 for various purposes. Received and filed.

R. B. McMicking complained of damages caused by the crossing of telephone wires with trolley wire guys when a telephone pole was being erected on the corner of Government and Yates streets. The guys should be insulated in a proper manner.

After some discussion the matter was referred to the tramway company, with a request that they have it attended to.

The Finance committee reported that, in their opinion, Messrs. Stone & Wellington should continue to pay a license fee, as others in similar lines were paying them. Adopted.

Mr. C. E Redfern was awarded the contract for keeping the city clock in repair.

The Finance committee recommended the widening of View street according to former arrangements.

This report brought out a lengthy discussion, during which Ald. McKillican and Ald. Styles passed such compliments as "Untruth," "Falsehood," etc., until stopped by the Mayor.

ALD. BELYEA—There seems to be an opinion that one Council may repudiate a contract entered into by another Council; a contract once entered into by the corporation is valid forever.

On motion the report was received and adopted.

The pay roll for the coming month was adopted.

ALD. BRAGG asked leave to introduce a by-law to raise the sum of $85,000 for the purpose of erecting two schools in the city, and explained:

"This is an outcome of the recent application of the School Trustees for a sum of money to erect ward schools. There are two by-laws. One asks for $85,000 for the ward schools, and the other for $25,000 for the High School and repairs. There can be no doubt but that the ward schools are a necessity. In order that there should be no conflict, I thought best to put in two by-laws.

ALD. MCKILLICAN—There should be no such distinction; the full amount should be contained in one by-law.

ALD. MILLER—The people of this community are sufficiently intelligent to pass both of these by-laws, but as there was some question as to the ownership of the Central school site, I thought best in seconding the motion to favor the putting of the matter in two by-laws.

ALD. BELYEA—Some expense could be saved by causing the voting to be on each section of one by-law. The expenses of a by-law are considerable. As to my position I shall oppose the spending of money on property which the city does not own. We should have an understanding as to how the ownership stands.

ALD. BRAGG—Many ratepayers are not so favorable to the centre schools as they are to ward schools.

After some further discussion leave was granted for the introduction of both by-laws.

City Engineer Wilmot reported on the building of a sidewalk on Stanley avenue. Received and adopted.

The same gentleman reported on proposed improvements on Montrose avenue by means of grading and laying sidewalks. Received and adopted.

Tenders for the furnishing of police uniforms for the summer were then taken up and opened.

On motion the tenders were subsequently referred to the Police committee and Chief of Police for the awarding of the contract to the lowest tenderer, having in view the quality of goods.

Tenders for the erection of sanitary buildings were next opened. They ranged from $1,062.75 to $850. Referred to the Market committee, the Building Inspector and the City Engineer, to award the contract to the lowest responsible bidder complying with all the conditions.

The Council then resolved itself into committee of the whole for the consideration of Ald Baker's by law to appropriate the sum of $125,000 for surface drains. May 1 was selected as the day for the by-law to take effect.

The committee rose and reported the by-law complete with amendments; the by-law then passed the Council and April 18 was fixed as the day for voting on the loan.

ALD. BAKER—The by-laws should be advertised in both papers; I am confident that some of the by-laws would have passed last year if they had been in both papers. I move that the by-law be published in both papers.

ALD. MILLER—That is a wilful waste of money. If we want the matter brought before the people let us pay the papers for small locals, or call a public meeting.

ALD. MCKILLICAN—The people should take sufficient interest in their own affairs to look such things up. The advertising bills last year were too high.

ALD BRAGG—If it is a good thing to advertise it should be well done. Let it go in both papers.

ALD STYLES—It should go into both papers.

On motion, it was resolved to publish in both papers, and the Council adjourned.

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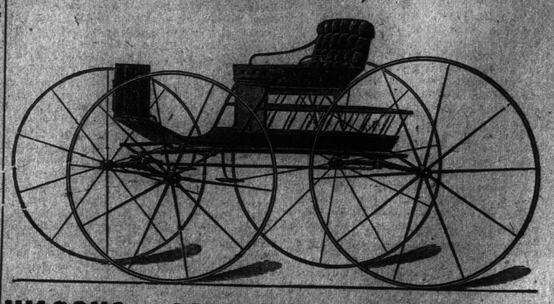

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Seeders for Field and Garden . Iron and Steel . . . .

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This is what is needed in a Beef Preparation to warrant its claim as a Strength-giving food.

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IS PRE-EMINENT

For these Essential Qualities.