The Colonist.

FRIDAY, MARCH 7TH, 1890.

From THE DAILY COLONIST, Feb. 27.

LOCAL AND PROVINCIAL.

Sale of Real Estate.

Senator H. Landes, of Port Townsend, yesterday completed the purchase of the northwest corner of Broughton and Government streets from Mr. W. F. Sayward for $13,000, through Mr. E. H. Johnson.

A Credit to Victoria.

Mr. Robert Ward, President of the Board of Trade, will in the course of the next few weeks have his residence on Belcher street, at The Laurels, removed to make room for a larger and more magnificent building which he intends erecting on the site. The new residence will cost between $30,000 and $40,000.

At Sannich.

The annual agricultural society's ball at Sannich on Wednesday night attracted even more guests than the assemblies of previous years. Excellent arrangements had been made throughout, good music was provided by Prof. Kaufman's orchestra, and the merry affair did not break up until about 8 o'clock in the morning.

About Worthy Trials.

Few people except lawyers get rich by the increase of their trials. We have no desire for riches, but would solicit a trial, not for ourselves, but for our men's and boys' clothing, and our ladies and childrens' boots and shoes. They are worthy of it. Russell Morgan & Co., 104 Douglas street.

Speaker's Dinner.

Mr. Speaker Higgins gave the third dinner of the session at his residence last evening, those present being Hon. G. Vernon, Hon. J. H. Turner, Hon. Theo. Davie, Mr. Cunningham, M. P. P.; Mr. A. W. Smith, M.P.P.; Mr. J. Mason, M. P. P.; Mr. W. H. Ladner, M. P. P.; Mr. Anderson, M. P. P.; Lieut. Cheads and Paymaster Watson, of H.M.S. Amphion; T. S. Gore, Surveyor-General; H.B.W. Aikman, Wm. Wilson, J. D. Pemberton and J. L. Raymur.

The City of Kingston.

Capt. D. B. Jackson, manager of the Seattle & Alaska Steamship Company, arrived over last evening, and is at the Driard. He says his visit to Victoria is for the purpose of arranging for wharf accommodation for the steamer City of Kingston, which will be put on the Tacoma-Victoria route as soon as she has been overhauled, which will occupy about three weeks. The Kingston will make the round trip every day, and will carry all the Northern Pacific freight. While in Victoria Capt. Jackson will also arrange for the appointment of an agent in this city.

From the North.

The steamer Maude, Capt. Brown, arrived from northern points at 7 o'clock yesterday with several passengers, including the McGinnis party, from the Aldegate coal mines, Queen Charlotte Island. The Maude managed to cut through the ice in the Skeena, but had come out almost immediately on account of the floating blocks. It has been ascertained that the fire at Bella Bella was the work of an incendiary, who had previously stolen a lot of furs on the store; he had not been caught when the Maude left. It was the intention for the Maude to take on the cruise's freight and proceed north, but on account of her having no coal she had to come to Victoria.

A Reminiscence.

In committee of the whole in the house yesterday upon the Westminster Electric Light Co.'s bill, Mr. Cunningham, who was fathering the bill, asserted that Westminster had always been as to anti-Chinese principles. This brought the Premier to his feet, and in commenting upon the remarks of the member for Westminster city, he said that he recalled an incident when he (Hon. Mr. Robson) was burned in effigy in the Royal City for taking a firm stand against Chinese labor, which fully justified the assertions of the hon. member for Westminster. Mr. Cunningham said that was the act of a set of rowdies, and was disapproved of by all respectable citizens. Mr. Robson replied that inasmuch as there had never been any disavowal on the part of Westminster, the incident still stood to their credit.

RESISTING THE LAW.

Alert Bay Indians Ill-Use a Constable in the Execution of His Duty.

Provincial Officer Redgrave, who arrived from Alert Bay on Tuesday, has reported to the authorities the circumstances of an attack made upon him by Indians of that place while in the execution of his duty as police officer. It appears from the officer's statement that on the 19th inst. an Indian came to the jail at Alert Bay and asked Mr. Redgrave to go to the rancherie and arrest an Indian there for fighting. The officer went to the rancherie and, after hearing the facts of the case, attempted to arrest two Indians for being drunk and fighting. One got away, and while placing the handcuffs on the other a crowd of Indians closed on the officer, took away his club and rescued the prisoner. Redgrave then attempted to arrest the native who had frightened the others with the liquor, but this arrest was also prevented by the prisoner's friends, who had assembled to the number of about 200. The officer then went to the Indian Agent's residence, and got him to go to the Indian village and explain to the Indians that they would be seriously punished if they resisted the law or in any way interfered with the officer in the execution of his duty. Redgrave then attempted to arrest the third person again, but again the other Indians closed around and roughly jostled the officer, tearing his clothes and otherwise illusing him. He was seized from behind by the throat, while others held his legs and arms and thus allowed the prisoner to get away. The Indian agent in vain threatened and advised the natives, but they paid no attention to his words, and running a guard around the rescued prisoner, jeered and defied the agent and the officer. One of the ringleaders, whose name Officer Redgrave has taken, told the officer that they had been advised to resist him, and that if they got in any trouble thereby, a Victoria lawyer would soon get them clear. Finding that nothing more could be done without assistance, Mr. Redgrave came to Victoria and laid the facts of the case before the authorities here upon his arrival.

ANOTHER ACCOUNT.

Mr. Spencer, of Alert Bay, who arrived on the Maude, states that a great deal has been made out of very little in the Indian difficulty. He was standing on the wharf near the house where the row is said to have occurred, and did not notice that anything extraordinary was happening. So far as he understood the case it was as follows: Some Indians were holding a sort of a potlatch in a house, and by some means or other had secured a quantity of whiskey. Two of them became intoxicated and noisy, and their friends took them away. Meantime one of the missionaries went to the police officer and informed him that a row was going on. The officer ran to the house, and immediately seized an Indian who was at the time bragging how many blankets and other things he was going to give away. Naturally the Indians resented the attack upon an unoffending member, and the officer was jostled and knocked about torn. He then went away and summoned the Indian agent, who, on his arrival, acted in the same manner as the policeman, and seized hold of an old man who, they said, had stolen their blankets. This is the total result of the outbreak complained of. Mr. Spencer is of opinion that if the Indians had been treated in a reasonable manner, there would be nothing to complain of.

IN ABOUT THREE WEEKS

The New Steamer City of Kingston will Ply between Puget Sound and Victoria Ports.

Capt. Jackson, general manager of the Puget Sound and Alaska Steamship Co., who arrived over from Seattle on Thursday evening for the purpose of completing local arrangements and securing dock accommodations here for the new steamer City of Kingston, referred to at some length the business prospects of the new venture, his business being satisfactorily disposed of.

In conversation with a COLONIST reporter last evening, the Captain stated that the new boat, of which so much has already been said and written, will be placed on the Sound-Victoria route in three weeks at the latest. She will make the round trip, about 220 miles, every day, doing business with the four ports,—Tacoma, Seattle, Port Townsend and Victoria,—only. It is expected that she will on each trip remain about three hours in Victoria, where she will take all her coal.

For the present at least the C. P. N. Co.'s dock No. 2, the middle dock, will be used; and as agent of the Northern Pacific Mr. E. E. Blackwood will have entire charge of the passenger and freight business for the steamer in this city. It is anticipated that the exertion of making the round trip each day will not inconvenience the new boat, and that she will not require to be run at anything like her speed to do the work.

The City of Kingston is a twin screw steamer, very similar in style and appearance to the Islander, but considerably smaller. She has a carrying capacity of 1,000 tons, and accommodation for 300 passengers. Her regular time table will be published in about one week.

PERSONAL.

S. Gough, city clerk of Nanaimo, is in town.

Jacob Sehl, wife and daughter returned from San Francisco yesterday.

C. Todd, of J. H. Todd & Son, returned from the Sound last evening.

W. Oake, of Tacoma, is at the Driard.

W. A. Rafferty, U. S. army, is registered at the Driard.

D. B. Jackson, manager of the Puget Sound and Alaska Steamship Co., is in the city.

Thos. Hooper, architect for the new Methodist church, arrived from Vancouver last evening.

Dr. Manning, the Fraser river canner, arrived from San Francisco by the Walla Walla yesterday.

S. A. Spencer, of Alert Bay, arrived down from Nanaimo yesterday, where he left the steamer Maude bound for this port.

H. J. Lipsett, of Port Townsend, was a passenger by the San Francisco steamer yesterday, and left for home this morning.

Lieut. H. E. Carey, R. E., left for Halifax this morning after spending three months in Victoria with his parents.

T. E. Harlock and wife, of Ladner's Landing, returned yesterday from a trip to San Francisco, and are at the Oriental.

NICOLA VALLEY.

TO THE EDITOR:—Weather at this place still hard. Yesterday (23rd) the "glass" rose, and the atmosphere changed considerably. Everyone thought it would work into a thaw; but last night dispelled the idea, thermometer marking zero.

It has been a most boisterous day, wind strong from every direction, but chiefly north. This evening is still; but looks like cold weather.

From up and down the valley reports are alike, viz., that even those who considered themselves well supplied with feed are likely to run short if the winter runs into the middle of March. If that is so, what are those to do who will be out before that date?

Last week one stockowner was eaten out, and failing to get hay at any price was obliged to give his cattle to two neighbors, who demanded one-half the stock to bring the other half through.

Old settlers agree that this has been the worst winter on stock that Nicola has seen, but I think the statement would bear argument. As far as scarcity of feed is concerned it is unquestionably without a precedent.

When a change of weather comes will advise you.

COMMUNICATED.

Nicola, Feb. 24.

MARINE.

Steamer Walla Walla arrived from San Francisco, after a rough passage, at 9 a.m. yesterday.

The Amur is at present in the harbor of San Francisco the largest fleet of American vessels that has been there at any time in the past two or three years. The fleet is made up of thirty-two deep-sea, square-rigged, deep-water vessels, nearly all of which are under charter. Five are engaged for Nanaimo, two for Liverpool, one for Valparaiso, one for Departure Bay, three for the United Kingdom, two for New York, two for Honolulu, one for Alaska, and ten whose destination is as yet uncertain.

News was received at Port Townsend on Thursday that the sealing schooner Lottie, owned at that place, was ashore at Dungeness, just opposite the Dungeness river. The revenue cutter Oliver Wolcott has been sent to her assistance.

Nothing further has been heard in regard to the two vessels which are supposed to be wrecked off the west coast of Vancouver Island. It is thought that the wreckage of a vessel which was seen floating around the island last week, is the remains of the bark Nellie May, which left Port Madison thirty-three days ago, lumber laden for San Francisco. She is a fine bark and carries about 700,000 feet of lumber. She carries a crew of fourteen men and is commanded by Captain Austin.

ALONG THE WATER FRONT.

Items of Interest to Marine Men Picked up Along the Docks.

Steamer Falcon left for Nelson Island yesterday morning with a scow load of supplies and men for the quarry.

Steamer Rainbow arrived from Lulu Island yesterday with a cargo of straw. She could not ascend the river on account of the ice, which is solid as far down as Canoe Pass.

A lot of tin plates were discharged from the Archer into the Boscowitz yesterday to be taken north for Turner, Beeton & Co.'s canneries.

Steamer Badger arrived from Nanaimo yesterday with coal.

Steamer Queen of the Pacific sailed for San Francisco yesterday. It is expected that this will be her last trip on this route; the Umsalla, which is receiving new boilers and a general overhauling in San Francisco, being nearly ready to resume business.

Steamer Boscowitz leaves for the north this evening.

British ship Daniel Barnes, Captain Stover, seeking, arrived in Esquimalt harbor yesterday morning, 61 days from Yokohama. Captain Stover reports having had a very rough passage across. No ships were spoken. The Barnes will go to Port Townsend to load.

A Cure for Toothache.

Gibbons' Toothache Gum is guaranteed to cure toothache instantly. Prepared by J. A. Gibbons & Co., Toronto, and sold by druggists. Price, 15 cents.

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PROVINCIAL LEGISLATURE.

Fifth Parliament—Fourth Session.

EIGHTEENTH DAY.

THURSDAY, Feb. 27, 1890.

Mr. Speaker took the chair at 2.15 p. m.

Prayers by Rev. D. Fraser.

PETITIONS.

Mr. Cunningham laid before the House the petition of the corporation of Vancouver in reference to amendments to their charter dealing with the acquisition of the Coquitlam water works.

The petition of J. A. Laidlaw and others, asking leave to introduce a petition in reference to the drainage of Burnaby Lake, was read, and on motion of Mr. Orr received and referred to the private bills committee.

Hon. Mr. Robson said that he should feel bound to oppose the action urged in this petition at every appropriate stage, as it was contrary to the wish of both of the cities most interested. When the motion to suspend the standing orders that the bill foreshadowed in the petition might be introduced, was presented he would oppose it.

OUT OF ORDER.

The petition of J. A. Laidlaw and others in reference to the draining of Burnaby Lake was ruled out of order as the standing rules had not been complied with; the petition of certain residents of Seymour Creek was also ruled out of order as it asked for an appropriation.

REPORTS.

Mr. Martin presented the report of the Private Bills committee, finding the rules complied with in the petitions of Westminster Tramway Co. and the B. C. Mills, Timber and Trading Co.

Mr. Ladner presented the report of the Printing committee. It was explained that a report from this committee was unnecessary, and the motion that the report be read was defeated.

A VITAL QUESTION.

Col. Baker rose to say that he held in his hand a resolution of such urgent importance to the province that it should be placed before the House at once. Two days' notice were, by the rules, required, but by the unanimous consent of the House he hoped that he would be allowed to place the resolution before them at once. The orders being suspended the resolution might be fully discussed on its merits.

Hon. Mr. Beaven while as anxious as anyone in the House to see railways constructed in British Columbia did not approve of the request contained in the resolution that the Dominion Government grant a charter to a railway existing solely in the province. It was the right of British Columbia to charter the road, and the duty of the House to take a firm stand on this question of provincial rights.

Hon. Mr. Davie concurred with the hon. leader of the opposition in his desire to protect provincial rights, but thought that the resolution might be so amended when it came up in the House that the point would be fully met and provincial rights protected.

Col. Baker seconded the hon. attorney-general's remarks. There would be every opportunity afforded of amending the resolution wherever necessary if it was allowed to come before the House.

Hon. Mr. Robson hoped that the leader of the opposition would not further oppose the suspension of the rules. The question of principle should be fought out on the proper battle ground.

The resolution that the standing orders be suspended in order that the House might discuss the British Columbia Southern railway was carried unanimously.

Col. Baker moved, seconded by Mr. Duck, that:

"Whereas a company known as the "Spokane Falls and Northern Railway Company" has applied to the Dominion government for charters for railways from the following points: From the boundary line at the point of intersection of Pend d'Oreille river to the town of Nelson, and thence to the western terminus of the Crow's Nest railway; from the boundary line at the point of intersection of the Kettle river, thence to the coast of the province.

And whereas the construction of such lines would make a through line of communication from the Crow's Nest pass to the coast of the province, to be known as the 'British Columbia Southern Railway,' and would, by reason of the great navigable waterways which intersect the said line of railway at right angles at four different points, be the means of developing the vast natural resources of the whole southern portion of the province, and thereby would be a great benefit to trade.

And whereas it is understood that strenuous opposition, not in the interest of the province, is being offered in order to defeat the passing of said bills through the Dominion House;

And whereas to defeat the measures would be straining, to the point of abuse as against the vital interests of the province, the sub-section (10) of section 92 of the "British North America Act, 1867;"

Therefore be it resolved, that an humble address be presented to His Honor the Lieut.-Governor, praying that His Honor will immediately move the Dominion government, that the charters applied for by the "Spokane Falls and Northern Railway Company" may be granted: Provided always, that clauses be inserted compelling the company to commence work this year on both lines, that is to say, from Pend d'Oreille river towards Nelson; from Kettle river to the west; and from the coast of the province to the east; that work should be continued concurrently from all these points; that the railway to the western terminus of the Crow's Nest line should be completed in four years, and the rail way to the west in six years from the granting of the charters; and that, in default of the terms being complied with, both charters, together with the rights appertaining thereto, shall be forfeited; and that a copy of this resolution be at once transmitted by telegraph to the Dominion government."

The hon. member for Kootenay explained that his object in moving the resolution was this—Capital had been induced to come before both the Dominion and Provincial Houses with a view to building this railway referred to, which would be of the greatest advantage in developing the resources of the province and promoting provincial trade. On account of the British North American Act, the promotors of these bills had considered it their duty to go before the Dominion government for their charter. They had a precedent in the case of the Okanagon Railway; they went to the Dominion government, obtained their charter from them, and then came to this House for a grant of land, which they received. No objection had in this case been raised to the course of action adopted. Again the Athabaska and Kootenay Lake Railway! They also went to the Dominion government for their charter; received it and then came to the provincial House for a land grant. Both of these railway bills passed in the House, and having them for a precedent as well as having the British North American Act before them, the promotors of this road considered that they were adopting the proper course of action. Their bill was coming before the House at Ottawa on Monday next, and if any action was taken in the direction aimed at in the resolution it should be taken at once. This was his reason for asking for the suspension of the rule of notice being given. There was no doubt but that the rights of the province were in danger at the present time; and the present question was one which very deeply concerned the interests of British Columbia. If a fractious opposition was raised in the Dominion House, it would be at the expense of the rights of this province, and it would not set a precedent in dealing with future applications for British Columbia railways made in the Dominion House. He (Col. Baker) advised that the members of the British Columbia House stand shoulder to shoulder now, and by passing the resolution, demanded if it should be by them deemed necessary, overcome the obstruction in the Dominion House which had been raised against the interests of British Columbia. It was a nice constitutional point to determine where the right of the province to deal with railway questions ceased and the right of the Dominion commenced; and as the point in the present case had been waived on two previous occasions the promoters of the road evidently thought they were right in going before the Dominion House first for their charter. He hoped the House would act as one man in resenting and defeating the effort that was being made to prevent the development of British Columbia's resources and the encouragement of the trade of the country.

Hon. Mr. Beaven contended that it was the right of the province and of the province alone to charter railways anywhere in British Columbia—it made no difference if they did connect with American roads at the borders; it made no difference whether they made connections after passing beyond the provincial borders or not.

Hon. Mr. Robson said that this railway ran partly through British Columbia and partly through the United States, crossing and recrossing the boundary several times. It was an international system, and if any railroad operating in this province came within the Dominion control this one certainly did. The best way for the House to assert the provincial rights was by keeping strictly within the bounds of reason, and not by contending for what was clearly beyond provincial jurisdiction, as in the present case was being done by the leader of the opposition.

Mr. Semlin expressed the same views as the hon. premier. This question, he thought, was purely a Dominion one and the House should assent to at least a very great part of the resolution. He advised, however, the elimination of the fourth clause in the preamble. It could do no good and might possibly give offence to the detriment of the object sought.

Hon. Mr. Robson supported Mr. Semlin in advocating the removal of the clause referred to.

Col. Baker had no objection to the elimination of the clause. When he placed it in the resolution he had thought that it might strengthen the case.

Hon. Mr. Davie wished to obtain the object sought in the resolution, and he thought that it would be impolitic to give a possibility of offence to the power addressed. He concurred with what had been said in reference to the desirability of striking out clause 4 of the preamble. He (Hon. Mr. Davie), with the approval of Col. Baker, amended the last paragraph of the resolution by inserting between the words "with" and "immediately" the words "without prejudice to provincial rights." This, he thought, fully covered the point made by the leader of the Opposition. Paragraph 4 was also struck out.

Mr. Cunningham would support the resolution as amended by the hon. Attorney-General. He would not have voted for the resolution as originally introduced, and expressed gratification that the change had been made.

Hon Mr. Beaven was sorry that this matter would of necessity have to be disposed of so quickly. He could not agree with the remarks of the Premier. The British Columbia House was the only body to charter or deal in any way with this railway.

Mr. Haslam remarked that this was to be an international road; its traffic and operation would be regulated by international laws, and he was of the opinion that its charters should emanate from the governments of the Dominion and the United States.

Mr. Grant referred generally to the necessity for railway construction in British Columbia, and hoped that the road particularly referred to would be brought to the coast.

The resolution was unanimously adopted as amended by the Hon. the Attorney-General.

TO AMEND VANCOUVER'S CHARTER.

Mr. Cunningham introduced a bill to amend the Vancouver Incorporation Act. Mr. Orr offered slight opposition to the motion.

Read a first time, and referred to the Private Bills committee.

P. C. INSURANCE CO.

The bill to incorporate the Pacific Coast Fire Insurance Co. (Mr. Anderson) passed its first reading, and was referred to the Private Bills committee.

VANCOUVER WATER WORKS.

Mr. Martin's bill to amend the Vancouver Water Works Act passed its first reading and was sent to the Private Bills committee.

PRIVILEGE.

Hon. Mr. Beaven claimed the privilege of the House to read a communication published in THE COLONIST addressed to the editor and signed by Edwin Johnson. Mr. Johnson was a well known member of the bar of British Columbia, a stipendiary magistrate and one of the commissioners appointed to consolidate the provincial statutes. In his letter he stated, and it was this that he desired to direct the special attention of the House to, that the attorney-general had pronounced the consolidation of the statutes so incorrect that he could not pay the commissioners for their work.

Hon. Mr. Davie pronounced the inference in the published letter, referred to by the hon. leader of the opposition, utterly untruthful. Everything transpiring in reference to the payment of the commissioners between the Attorney-General's department and the commissioners had been in writing, and if the leader of the opposition would move for a return of the documents he would see just how untruthful the letter was. The commissioners had asked an exhorbitant amount for their services, and it had been refused by the government, who had, however, offered them a fair price for their work, all of which, with the exception of a balance which they had been told they could receive at the treasury, had been paid them. Inaccuracies in the work there undoubtedly were, but, although to some extent impairing its value, were not of such a character as to justify the government in refusing payment, and so far from refusing payment, the correspondence would show that fair and, he might say, liberal remuneration had been offered, and, with the exception of the balance he had alluded to, paid the commissioners. If the hon. leader of the opposition would move for a return at once, no objection to the resolution being introduced without the formality of notice being given would be offered by the government.

Hon. Mr. Beaven said that he would ask for the return in the usual manner.

B. C. JOCKEY CLUB.

A bill to incorporate the B. C. Jockey Club of Vancouver (Mr. Orr) passed its first reading, and was referred to the Private Bills committee.

DEBATES.

Mr. Cunningham moved: That the House resolve itself into a committee of the whole to consider the following resolution: "That it is desirable that township or district municipalities should be empowered to increase the sum payable for a retail liquor license under sub-section (1) of section 168 of the 'Municipal Act, 1889,' to not less than $50 nor more than $100 for every six months."

Mr. Ladner opposed the resolution.

On a vote being taken the resolution was negatived.

THE M'NAMEE CLAIM.

Mr. Duck moved, seconded by Mr. Anderson, that a respectful address be presented to His Honor the Lieutenant-Governor, praying his honor to cause to be sent down to this House copies of all orders-in-council relating to any or all applications of F. B. McNamee & Co., or any one in their behalf, or in behalf of their creditors, for a petition of right re. claims for compensation on account of work performed on the Esquimalt graving dock, etc. Also copies of all correspondence, together with the report or reports of the Hon. Attorney-General relating to the same."

Hon. Mr. Robson said that there could be no objection to the presentation of the return.

The motion carried.

TO AMEND THE REGISTRATION ACT.

Mr. Duck introduced a bill to amend the "Registration of Births, Deaths and Marriages Act."

Read a first time; second reading on Monday.

THE UNIVERSITY OF B. C.

Mr. Duck introduced a bill respecting the University of British Columbia. The bill passed its first reading; second reading on Monday.

SHERIFF'S ACT.

Hon. Mr. Davie introduced a bill to amend the Sheriff's Act. Read a first time, second reading on Monday.

RAILWAY BILL.

At 3.15 o'clock the House went into committee, Mr. Cunningham in the chair, upon the Railway Bill (Hon. Attorney-General). Sections 10 to 12 were disposed of and the committee rose, reporting progress.

LEGAL PROFESSIONS' BILL.

Upon the further consideration of the report on this bill Mr. Grant offered a few clerical amendments to section 4, but they failed to meet with the approval of the House.

Hon. Mr. Beaven, Messrs. Semlin, Grant, Ladner and Thompson alone supported the amendments.

The adoption of the report was postponed until the next sitting of the House.

MEDICAL ACT.

The bill to amend the Medical Act (Hon. Attorney-General), as reported by the committee of the whole, was read a third time and passed.

MISCHIEVOUS ANIMALS ACT.

Mr. Haslam moved the second reading of a bill to amend the Mischievous Animals Act, to allow hogs to run at large in the districts of North and South Cedars, Bright, Oyster and Cranberry. The bill passed its second reading and went into committee with Mr. Thomson in the chair.

In committee the bill was opposed as not being in the interest of the entire province, while it might possibly benefit the district represented by the junior member for Nanaimo.

Mr. Haslam explained that his bill did not refer to any part of the province but Vancouver Island, nor to any municipality on the island. The act was purely a sectional one, and necessarily so as the requirements of the district were not the same as the wants of other districts.

The bill was reported complete with amendments to be considered on Monday.

ENABLING AMALGAMATION.

Mr. Orr moved the House into committee upon the Vancouver Street Railway and Electric Companies' bill (No. 15), Mr. Semlin in the chair. The bill was reported complete without amendments; report to be considered on Monday.

THE RETURN READY.

Hon. Mr. Davie asked the hon. leader of the opposition if he would avail himself of the offer of the government to waive the usual formality of two days' notice, and introduce his resolutions relating to a return in reference to the consolidation of the statutes and payment therefor. If the hon. member for Victoria City would move his resolution now the returns, which were ready, would be presented on Monday.

Hon. Mr. Beaven said that he would be happy to meet the Hon. Attorney-General in this matter, and, the standing orders being suspended, introduced the following resolution:

"That a respectful address be presented to His Honor the Lieutenant-Governor, requesting him to cause to be sent down to the House copies of all orders-in-council, letters, and documents relating to the consolidation of the statutes of 1888 and payment of the commissioners therefor."

Hon. Mr. Davie, as he had stated before, said that the return would be presented with pleasure. The letter which had been read by the hon. leader of the opposition contained statements which at the time he had pronounced untrue. There were irregularities in the consolidation of the statutes, but they were not sufficient to justify the refusal of payment of the commissioners. The irregularities certainly did exist, and the commissioners were informed that they would be laid before whatever tribunal decided their claims, as they certainly did impair the value of the work. It was stated to them that in consideration of the question of their exorbitant claim, the inaccuracies in their work would be considered. The amount offered them in payment by the late attorney-general had been based, not on the inaccuracies, but upon work free from errors. The offer had never been recorded from, but on the contrary, the amount had been paid. He pronounced the work an imperfect consolidation and in no sense a revision, and at considerable length narrated several ludicrous examples of the errors made by the commissioners in consolidating the Mischievous Animals Act, which was only an example.

Mr. Semlin thought that the Attorney-General's department should not have accepted the work of the commissioners without checking it, and finding that it was accurate; nor should it have been paid for unless it was satisfactorily performed.

Hon. Mr. Vernon did not think that anyone could expect the attorney-general's department to revise the work of the commissioners. It was just because the House did not consider that the attorney-general's department should perform the work that it was relegated to the commissioners. The errors would probably be only discovered in the progress of business before the courts.

The resolution was adopted.

COLUMBIA AND KOOTENAY RAILWAY.

The report on the Columbia & Kootenay Railway bill was on motion of Col. Baker adopted, and the House adjourned until Monday at the usual hour.

THE ATTORNEY-GENERAL AND THE CONSOLIDATION OF THE STATUTES.

TO THE EDITOR:—While the public (including myself) await with some interest the publication of the parliamentary return, which, according to the Attorney-General's reported speech, is to show how untruthful my letter of the 25th is, and how exorbitant, in his opinion, is the amount asked by the statute commissioners for their services, permit me to point out that the gist of my letter was a public denial of the public statement attributed to him that the object of his Medical Amendment bill was to correct an error in the consolidation of the statutes. I fail to find in your report of his speech in reply to my letter any attempt to justify the challenged statement. Unless he can justify it, what is the use of his promise to show that some other statement of mine is "untruthful."

EDWIN JOHNSON.

Victoria, 28th February.

Consumption Can be Cured.

By proper, healthful exercise, and the judicious use of Scott's Emulsion of Cod Liver Oil and Hypophosphites, which contains the healing and strength-giving virtues of these two valuable specifics in their fullest form. Dr. D. D. McDonald, Petitcodiac, N. B., says: "I have been prescribing Scott's Emulsion with great results. It is especially useful in persons of consumptive tendency." Sold by all druggists, 50c. and $1.00.

From THE DAILY COLONIST, March 1.

LOCAL AND PROVINCIAL.

No Longer "Queen of the Pacific."

The steamer Queen of the Pacific, so well known in Victoria, has had the latter part of her name expunged, and will hereafter be known as "The Queen."

Fire Alarm.

An alarm was sent in to engine house No. 2 at 7 o'clock yesterday morning for a small fire in the rear of Ald. Kelly's tin store on Yates street. The fire was luckily put out before any damage had been done.

Perry Creek Mines.

At a meeting of the directors of the Perry Creek Mining Co. recently held, it was decided to call a general meeting of the shareholders for Wednesday next, to consider and determine upon the question of enlarging the company and issuing further stock.

Port Angeles.

A Washington despatch states that Senators Dolph and Mitchell to-day presented memorials to the Board of Trade of Portland, Ore., asking that Port Angeles, in Washington state, be made a sub-port of entry. A bill was once passed to that effect, but was not signed by the President.

The Glad Tidings.

Rev. J. E. Starr received a letter from Rev. Mr. Green of Port Simpson yesterday stating that the missionary steamer Glad Tidings was not wrecked as had been reported. The letter does not give any particulars as to where the little steamer has been, but it is supposed that she has been locked in the river by the ice.

Loss of Sheep in Oregon.

Referring to the severe winter in Eastern Oregon, the Portland Oregonian learns that there will be a loss on the ranges there of 50 per cent., and in many places of 75 per cent. in sheep herds, on account of the unusual severity of the winter. The cattle have fared a little better, though stockmen report the average loss of all stock at about 50 per cent.

The Courts.

One drunk was the only case in the police court yesterday. He was fined $5.

The Chinese cases will come up today.

Eli Levy, charged with obtaining money under false pretenses, was dismissed in the Speedy Trials court yesterday, he having paid the amount of the checks into the bank.

Frank Connelly, charged with forgery, was again remanded for two days.

Nisii Nota, charged with stabbing, was remanded until to-day.

Customs Collections

At the port of Victoria, B. C., for the month ending February 28th, 1890:—

Duties	$16,067
Chinese revenue	355 00
Petroleum inspection	160 80
Sick M. M. fund	55 10
Copyright duty	10 99
Storage	7 00
Sheep tags	3 80
To at	$17,248 20
Duties for corresponding month last year	$36,003 13
Increase	$ 6,262 34

Freight and Trade Notes.

The Queen of the Pacific took down 145 tons of coal, 250 tons merchandise, 90 tons scrap iron, and 10 tons split peas yesterday, the latter shipment being made by the Saanich mills.

The steamer North Pacific brought an unusually large freight last evening, viz: two carloads of beer, a carload of lard, a carload of canned meats, one of corn starch, and one of mixed merchandise.

One carload of bacon, two of general merchandise, and twenty live hogs were brought by the Islander last evening.

Fraser River Salmon for Germany.

The Columbian reports that Mr. W. H. Venner, the well-known fish dealer of Westminster, has entered into a contract with Herr C. J. Lindenberger, agent for a large canning establishment in Hamburg, to ship all the fresh salmon he can catch during the coming season to Hamburg, Germany. The fish are to be packed in ice, and a carload forwarded just as quickly as it can be got together. The shipment is expected to be made in April, and no less than 80,000 pounds are to be en route to the Fatherland by July 1st. From that date to the close of the season shipments will be more frequent, probably a carload each day if the sockeye run is good.

Suit for Damages.

The case of Mrs. Hennessey against the corporation of Westminster was heard in the Supreme court at Westminster on Thursday before Mr. Justice McCreight and a special jury. Mrs. Hennessey fell from the sidewalk into an excavation, which was unprotected by a handrail, and sustained severe injuries. It was to obtain damages for these injuries that the suit was brought. The defendants in having failed to offer what Mrs. Hennessey considered fair recompense. She obtained a verdict of $750 and costs.

The Fraser and Columbia Frozen.

The Columbian of Thursday says the Fraser is again blocked. Such weather as the present, and such large quantities of ice in the river, are things that even the oldest inhabitant fails to remember of in the past. The Columbia river, which has been threatening to freeze for some days past, froze entirely over Tuesday night and Wednesday morning, and steamers that were unlucky enough to be caught above Vancouver had a very hard and disagreeable job working their way to the mouth of the Willamette, from which point there is an unobstructed course to Portland.

A Bad State of Things.

The Vancouver World of Thursday, commenting upon some gloomy remarks made by a correspondent of the News-Advertiser, says: "All will admit that the condition of trade in general is not as satisfactory as might be. That a considerable amount of money legitimately belonging to the traders of the city is feeding illegitimate channels in real estate transactions is equally true, as is also the belief held by many that outside properties (we refer to real estate removed from the centre and business streets of the city) have long since passed the danger line in value and that a re-action, and a very sharp one at that, is as certain to take place here as it did in Winnipeg and all other boom towns in Manitoba and the Northwest, in California and in many other cities in Washington and elsewhere. Yet the City of Vancouver is not by any means in the hands of speculators. Everyone feels that something must be done—and that at once—to give employment to our idle men and create confidence in the stability of the city and its business men. Once the present unprecedented spell of severe weather breaks up there will be a change for the better. The good times, so long looked for, will dawn on us and business become as brisk as it ever was before in Vancouver."

THE UNION PACIFIC.

Steamer Service for Port Angeles—Victoria to be Made its Terminus.

A. R. Johnson has received letters from the Union Pacific officials confirming the telegrams in regard to their intentions at Port Angeles. In ten days from Wednesday last the Geo. E Starr will be placed on the Port Angeles route and $10,000 will be spent in providing wharfage facilities.

It is also asserted that in a short time a proposal will be made to the people of Victoria, in the event of Port Angeles being made the terminus of the Union Pacific, to aid by way of bonus the establishment of a transfer ferry service between Victoria and Port Angeles, and by bringing passengers and freight cars across the straits virtually making Victoria the terminus of the Union Pacific.

WORTH TEN DEAD MEN.

The Keeper of the Esquimalt Lighthouse the Victim of a Painful but Not Fatal Accident.

The report that Mr. Joseph Dare, keeper of the Esquimalt lighthouse, had been shot through the brain and instantly killed, was freely circulated on the streets yesterday afternoon, and created no little alarm among the friends of that gentleman in this city. Only the barest and most meagre details were obtainable until evening, and it was a matter of speculation whether murder had been done, or which was equally improbable, Mr. Dare had suicided.

The only definite information to be obtained was that an Indian had arrived in Esquimalt at about 3 o'clock bearing a note from Mrs. Dare to Officer Campbell to the effect that her husband had been shot through the head and instantly killed. Officer Campbell at once reported to Sergeant Langley, and with the naval doctor and several others started for the island on which the lighthouse is situated.

On their return it was learned that the affair was not nearly so bad as at first reported. The light keeper was far from dead, and with care and attention was in no danger of death from the results of a most painful accident of which he had been the victim. He had been out shooting, and, as far too frequently happens, his gun had burst, throwing the breech back and into his right eye, the sight of which was ruined forever. The unfortunate man fell insensible, and the blood from his terrible wound soon covered his face and body. Finding him thus, his wife at once came to the conclusion that he was dead and immediately sent to Esquimalt for assistance. On the arrival of the doctor and his party Mr. Dare was restored to consciousness, and the facts of the case were ascertained. It is confidently anticipated that he will suffer no more serious consequences from the accident than the partial loss of his sight, a terrible affliction truly, but not so terrible as the, as first reported, loss of life.

THE BOARD OF TRADE COINCIDES.

A Resolution Adopted Favorable to the Kootenay Railway Scheme.

A special meeting of the B. C. Board of Trade was held yesterday morning, President Ward in the chair. The chief business was the consideration of the resolution passed by the House on Thursday favoring the granting of charters at Ottawa to the Spokane & Northern line into Nelson, and the B. C. Southern from Crow's Nest Pass to the coast.

Col. Baker was present, and explained the position of affairs, pointing out the great benefit to the province that would result from the building of these lines, for the rapid completion of which the promoters were prepared to put up a quarter million forfeit.

Mr. Joshua Davies [illegible] directorate of the com[illegible] in accord with the sti[illegible] resolution passed by the [illegible]

A resolution endorsing [illegible] the legislature was unan[illegible] telegrams to be forwa[illegible] Victoria members at Ottaw[illegible] forward the granting o[illegible] the company.

After the considerati[illegible] business the board adjo[illegible]

SPORTS AND P[illegible]

LAWN TE[illegible]

The annual general [illegible] Victoria Lawn Tennis [illegible] Thursday evening wi[illegible] Mr. A. Munsen, the [illegible] treasurer submitted h[illegible] were approved of, but [illegible] in showed that in ord[illegible] club necessitating [illegible] support was needed. [illegible] elected the followin[illegible] dent, Mr. E. Musgra[illegible] Mr. H. E. Crossdall [illegible] Mr. H. Hayes; hon. [illegible] A. Ward. Commit[illegible] Beanlands, Mr. H. C[illegible] combe. Votes of the [illegible] the retiring hon. s[illegible] T. Drake, who had a[illegible] and to Mr. W. A [illegible] treasurer.

FOOT[illegible]

A match game of [illegible] "The World," will [illegible] Hill this afternoo[illegible] kicked off at 3 o'cl[illegible] will compose the riv[illegible] Ward (A. J.), Fiel[illegible] Langley (W. H.), [illegible] (H. T.), Ward (C.[illegible] ard, Fawcett, Fi[illegible] Wilson (G.), Wooto[illegible] from Seattle, [illegible] the early part [illegible] with Rev. A [illegible] city, Mr. Corb[illegible] brickyard in [illegible] pacity of 50,0[illegible] pects to be ve[illegible]

The Uni[illegible]

The only [illegible] Columbi[