Along the Waterfront

Cottage City Arrives From Alaska—Empress Sails for the Orient.

Igo Maru Is Due From Japan—Egeria Sails This Morning.

There were few arrivals and departures on the waterfront yesterday other than the usual daily steamers. The Cottage City arrived in the early morning from Alaskan points, bringing about 75 passengers, including about a dozen from Dawson and as many from Atlin, and last night the R. M. S. Empress of Japan sailed from the outer wharf for the Orient. Today the N. Y. K. liner Riojun Maru will follow her. Both vessels are fully loaded with flour, domestics, lead, silver and other shipments. The Japanese steamer has a cargo of 5,000 tons, valued at $300,000. The Empress has a smaller cargo, but a larger passenger list. She carried a number of passengers, the list being as follows: Lottie A. Brooks, Mr. Miss Dow, Miss Mary A. Goette, Mr. W. D. Hart, Mr. Ijikawa, Miss Maud Killpierre, Mr. Locksmith, Miss, Mr. Mitchell, Major Morris, Mrs. Menzies, Mr. Miss Pyke, Mrs. I. G. Leo. E. Purkis, Mr. Emile Pincherle, Rev. D. C. Ruigh, Mr. L. A. Summerhays, Miss Minnie Trevithick, Mr. J. A. Wattie, Mrs. Wattie. Included among these are several missionaries returning to China, amongst whom was P. C. Leslie of Montreal, who had such a trying time when the Boxer troubles began, and who escaped barely with his life, wounded with swords by Boxers. Mrs. Lapierre of this city went to Hongkong to be married there.

The Cottage City brought little news from the North. Her passengers included James Stables, M. P. P., and a party of Atlinites, whose news is given in an interview with Mr. Stables in another column. The steamer was delayed by heavy weather. She left for Seattle as usual, in the dark hours of the early morning.

Steamer Iyo Maru, of the Nippon-Yusen-Kaisha line, is due from the Orient. The Iyo Maru is one of the Nippon-Yusen-Kaisha's new vessels. She was built at Nagasaki, and is a sister ship of the Kaga Maru, having a cargo capacity of about 6,000 tons. The Pakling, of the China Mutual line, is expected to arrive within the next few days and the sugar ship Folminia is overdue. She left Moji on January 18—27 days ago—for Victoria. Her sister ship, the Wilhelmina, took 44 days to make the same trip, she having leaky boilers.

RATES DECLINE.

Ocean Freighting Much Lower Than For Some Time.

When Britain and the United States were sending their transports to the seat of war and tramp steamers were paid high rates, the sailing ships earned large freights, but now things are different. Rates have gradually declined, and now they are low indeed. The tramp steamers are carrying wheat and are getting low rates. In local Pacific Coast business there are signs of an approaching tumble in freight rates on the Pacific Coast. Grain freights are about 10 shillings lower than they were two months ago, and some cutting has been done on business for Manila. Now comes the announcement of a cut of $1.50 per ton in freight rates from Pacific Coast ports to Honolulu. The ball was opened by the Hawaiian-American line, and Spreckels' steamers have met the cut, and the new line is expected to take another slice off the tariff.

Another small but increasingly important factor in this business is the Globe Navigation company, of Seattle, which now has two steamers, the Eureka and the Tampico, plying between the Sound port and Honolulu. The line is getting a good share of the trade. It is expected, too, that the Dollar Steamship company will soon put on three steamers, the Robert Dollar, the Melville Dollar and the John S. Kimball. These boats would make San Francisco the port of departure.

That the Hawaiian-American line is an important competitor for the Spreckels fleet and that the former company has entered upon a vigorous fight for the Honolulu trade is shown by the ships it already has in operation. The steamers run from New York to San Francisco, Tacoma and Honolulu and include eight vessels, five of which have twin screws. Last Tuesday another steamer was launched for the company, the Nevadan, built at Camden, N. J. With this addition the Hawaiian-American fleet now include the following steamers:

American, 8,500 tons; Hawaiian, 8,500 tons; Oregonian, 8,500 tons; Californian, 8,500 tons; Alaskan, 12,000 tons; Arizonian, 12,000 tons; Texan, 12,000 tons; Nebraskan, 5,000 tons; Nevadan, 5,000 tons.

MAY BE SAFE.

Overdue Vessels May Have Reached Callao and Not Reported.

The schooner O. J. Olsen is not overdue at Callao from Hadlock, as reported. She was sighted by the transport Grant, which arrived Monday, about 300 miles off the California coast on the 19th January. The Olsen was bound north and was flying light.

There is no telegraphic communication with Callao, so it is likely that the O. J. Olsen, instead of being 108 days out from Hadlock, has arrived at Callao, discharged her cargo of lumber and is now on her way north again. Shipping men at San Francisco believe that the vessels bound for Chilian ports and reported to be overdue have arrived, although the steamers arriving from the south have brought no news of them.

AN OLD OLD STORY.

The Tale of the Finding of the Wreck of the Manchester Revived.

After the story of the finding of the remains of the missing ship Manchester in the Marshall islands, with bodies of some of her crew nearby, has been clipped from paper to paper until it has circled the earth, the story has again arrived in British Columbia. Four months ago the story was told in the Colonist, being taken from the files of the Sydney Morning Herald brought by the Moana on her arrival four months ago. It was reprinted by other local papers and telegraphed to the United States press by local correspondents. Then it traveled to the Orient, and three months ago was printed in the papers of Yokohama, Tokio, Shanghai, Nagasaki and Hongkong. It came by one of the Empresses back to Victoria and the Times reprinted it, and then the story started again on its travels, and now it has been again brought to Vancouver by the Moana, the story having drifted to the Fiji papers, which came by the mail received by the Australian liner and the Vancouver Province not knowing its age, reprinted it, and the Vancouver correspondents again telegraphed it abroad. The story has had more travels than Kipling's story of the amount provided for food for the tiger.

LOSES THREE PURSERS.

Old-Time Officers of 'Frisco Steamers Resign Posts.

Steamer City of Puebla when she arrives from San Francisco will have a new purser. Harry Lambert, for 16 years purser on the steamship City of Puebla, has handed his resignation to the officers of the Pacific Coast Steamship company. His reason for doing so was to accept a lucrative position with the firm of Goodall & Bennett. The Pacific Coast Steamship company has lost three popular pursers during the past month. Ed. Nutman was lost in the Walla Walla disaster and T. C. O'Donnell, for many years on the Umatilla, resigned to accept a position in the same company to which Lambert has gone.

WRECKAGE SIGHTED.

Vessels at San Francisco Tell of Rough Weather.

A special despatch from San Francisco under Sunday's date says the steamer Asuncion, arriving this morning, four and a half days from Tacoma, had the roughest trip she has experienced since coming to the Coast from the Great Lakes. Laden with a cargo of 3,000 tons of coal, which left the steamer with comparatively little freeboard, heavy seas boarded her between Cape Blanco and Mendocino, and for ten hours in that vicinity the Asuncion was hove to weather the gales, which blew from the southwest and northwest. Some distance north of Mendocino, Capt. Evans reports, a few painted boards were seen, which might have been wreckage from some vessel.

Among the vessels that came in and reported heavy weather outside was the schooner Antelope. She comes here from Tillamook and was caught in a heavy northwester last Friday. Some of her sails were split and her rudderhead carried away. It was only with the greatest difficulty that she made port, and it will be several weeks before she puts to sea again.

A peculiar feature in the case is the fact that while the Antelope was in a northwester off Tillamook the schooner John F. Miller was in a southeaster off Coos bay. The latter vessel lost her mainsail and had some of her rallings carried away.

The schooner Advent arrived from the Columbia river yesterday. The captain reports sighting a quantity of wreckage off Humboldt, which he thinks came from the Walla Walla.

EGERIA WILL SAIL.

H. M. S. Egeria will sail this morning from Esquimalt to search for the missing Condor of which no news has been received. The only available vessel now in port that could be despatched to assist in the hunt for the overdue warship is the Quadra which is lying at her wharf, where she has been for some days past.

V. V. & E. INJUNCTION.

Argument Now Proceeding Before Mr. Justice Walkem.

The adjourned argument on the application of the Yale Hotel company, limited, and the Grand Forks & Kettle River Railway company, as plaintiffs for an injunction restraining the defendants, the V. V. & E. Railway company, from entering upon lands of the plaintiffs, was heard before Hon. Mr. Justice Walkem yesterday. Mr. W. H. B. Clement, for the plaintiff, completed his argument on Saturday. The Yale Hotel company own about a mile along the right-of-way, and the Grand Forks & Kettle River Railway company object to the V. V. & E. crossing their line on the Phoenix branch. The grounds of objection are common to both plaintiffs, the main contention being that the defendants have no right to build the line they are now constructing. The plaintiffs further object that the defendant's charter has lapsed, inasmuch as no work has been performed within the two years specified by their charter. The defendants in answer to this say that certain work was done in the neighborhood of Penticton in 1898, but the plaintiffs endeavor to meet this by contending that this work was done by Mackenzie & Mann under their written contract with the British Columbia government, and not under the V. V. & E. charter. Another reason advanced by the plaintiffs for their injunction is that the defendants have not filed plans of their line. The defendants' answer to this is that according to the Railway Act it is not necessary to file plans for the entire line, and that it is sufficient if plans are filed for the particular section on which the work is being proceeded with. A further ground of the plaintiffs is that the line being built is not authorized by the charter, which only provides for one branch line to intersect the boundary, and whereas the line which defendants are now constructing crosses the international boundary at three points within a distance of 10 miles. The final contention of the plaintiffs is that the work is being carried on in the name of the defendants by the Great Northern Railway company, whose engineers have charge of the work, whose contractors are building the line and whose money is paying for the work. The plaintiffs say this is an abuse of the defendants' charter and that the law does not permit such a practical transfer of the defendant company's powers to a foreign corporation, or the use of defendants' charter for such a collateral purpose. The defendants argue that the arrangement between themselves and the Great Northern, under which the work is being done, is perfectly legal and proper. A. H. Macneill, for the defendants, began his argument yesterday and expects to close today. Mr. Macneill has taken the further objection that by reason of plaintiffs' laches, they are not entitled to an interim injunction, and that even if they are right, they allowed defendants to go ahead and do considerable work on the property before taking any objection.

Mr. Macneill continues the argument this morning.

The Question Of Fish Traps

Some Differences of Opinion As to How They Should Be Granted.

Fear That Dominion Government Will Give Them By Political Favor.

From Our Own Correspondent.

Vancouver, Jan. 27.—The fisheries commission resumed its labors this morning. Mr. Aulay Morrison, M.P., was still absent.

J. H. Russell asked to make a statement regarding the Canners' association. He stated that the Canners' association and the Fishermen's Grand lodge had been up to 10 o'clock this morning engaged on preparing a joint statement or digest of their views on the salmon fishery question. There had been a great many points discussed, and the canners and fishermen had agreed to every point raised with the exception of one, and on that one point there hardly a difference of opinion so much as it was that they did not know really what they wanted. This remark put the crowded audience of fishermen and canners in good humor with one another, and Mr. Durham, president of the Fishermen's union, stated that the question referred to was one that he was obliged to submit to the different unions, and he would call them together, if possible, this afternoon, and it might be that tomorrow morning the joint presentment would be ready.

Prof. Prince stated that it was important that after the commission read the presentment they could question canners and fishermen regarding the suggestions made therein. Mr. Russell and Mr. Durham both agreed that there would be ample opportunity to do this.

The rest of the forenoon was taken up by the evidence of R. Bellu, a fisherman, born in Chilliwack, who had been fishing 24 years; C. J. Marani and others. Mr. Bellu contended that there was a shocking destruction of small fish in the American traps; that the big ones were picked out for canning and the small ones shovelled out of the scows into the water when dead. He thought the purse seins smothered the fish and that gill nets were the only kind that should be used; that if traps were put on the west coast of British Columbia, the salmon would dodge them and stop running in that direction. There were only about 100 men employed on 50 traps on the Sound, about two to each trap. Mr. Bellu was asked if he would like to ask the commission anything regarding the fishing. Mr. Bellu replied: "Yes, I'd like to know just what you fellows are after." The reply of the commission was drowned in laughter, in which the commission heartily joined. The question was more significant than the questioner intended it to be.

President Burns of Vancouver Fishermen's union was called upon by the commission. He said he believed in government ownership of traps. He disapproved of the political pull method.

Commissioner Maxwell denied that there was any political pull.

Mr. Burns, continuing, said that if the government operated the traps, giving the fish to the canners at cost the Washington government would soon consent to disallow traps.

Mr. Marani, in his evidence, stated that he was conducting a glue factory on Howe sound, and in spite of the fact that they sent tugs to canneries for their offal, the offal had been gone when they arrived. It had, as a fact, been thrown in the water. They could not afford to buy salmon offal. They would carry it away, but many canneries thought it less trouble to throw it in the water than to let them carry it away.

Evidence will be taken from the fishermen who desire to give it until 10 tomorrow, when it is hoped that the joint presentment of the fishermen and canners will be made. If an agreement

DISGRACEFUL SCENE.

New York District Attorney and Coroner's Men Come to Blows.

New York, Jan. 27.—There was a clash in court this morning between District Attorney Jerome and Coroner Goldenkranse, at the inquest on the tunnel explosion. The coroner had empanelled a jury and listened to an affidavit by a patrolman, who said he had arrested three men and that there had been an explosion. Mr. Jerome insisted that there was no information in the affidavit on which to hold anybody, and there was a wordy wrangle between the two officials. In spite of protests, the coroner gave the case to the jurymen, who retired and came back with a verdict, recommending the discharge of the prisoners. The coroner then opened court as a sitting magistrate, and had the men arrested and held without bail. Mr. Jerome protested, and the coroner changed his decision, holding the men in $10,000 bail each. All this had worked up the feelings of everybody so much that there was a free fight, in which Mr. Jerome was struck in the face by John Murray, a coroner's clerk, who in turn was beaten by two of the district attorney's detectives. Then the detectives and Murray had each other arrested, but better counsel prevailed, and all charges are withdrawn for the present.

Andrew Murray was locked up at the police station tonight though no charge was placed against him on the blotter. Murray had charge of passing out sticks of dynamite to the men in the tunnel who were engaged in making blasts. He said there were about 20 sticks of dynamite in the shanty when the explosion occurred.

Moses Epps, who was a powder man in charge of the shanty where the explosion occurred, is at Floral hospital suffering from concussion and shock. He said that on going to the shanty he found a candle which had been left on a shelf, lying on the floor of the shanty and some paper, which was about it, was on fire. Close to this burning paper were 13 boxes of dynamite cartridges, each box containing from 60 to 75 cartridges. Epps threw a pailful of water over the fire and ran to get another one. On coming back with it he saw that the flames were close to the dynamite, and dropping his pail he tried to get away. Then came the explosion, and the next he knew he was a patient in the hospital. This evening Epps was practically a prisoner, a policeman having been assigned to guard him.

CONSERVATIVE LAVAL.

Montreal, Jan. 27.—The judicial recount in Laval today resulted in confirming the election of Wilson, the Conservative, by eight votes. Wilson lost eight votes through ballots not being initialled by the deputy returning officer.

CYNICISM AND IRONY.

Amusing Definitions of the Difference Between Them.

From Gentleman's Magazine.

Cynicism began with the Serpent, who affected to lay bare the mean hidden motive for the prohibition of appleeating, and at the same time exalted the knowledge of good and evil above the avoidance of evil-doing. And it is the man who takes this attitude that we mean by the cynic, when we take the trouble to mean anything definite. Now, the sarcastic man is only one who performs the adult equivalent of making a face at you; he uses words, whether home truths, or covert insinuations, or topsy-turvy description, as instruments of torture. The satirist is one whose trade it is to select and bring into prominence the weak points of a person's or a people's character with a view to their amendment. It will be seen that these three, essentially distinct, are capable of combination; and irony is a favorite vehicle for all of them. A small boy under correction for libel from a Cyrano-like senior says, amid his tears: "No, Nose, I won't call you Nose again (as long as I can keep out of the sight of it); you're too sensitive to be laughed at by Jones minor"; and so manages to combine them all. The ingemination of Nose gratifies the sarcastic impulse; the substitution of "you're too sensitive" for "you hit so hard" is ironical; dread of Jones minor instead of maintenance of discipline as the motive for the chastisement is cynical; and the satirical purpose of the whole is to persuade people who cannot mend their appearance to take comment on it kindly.

We may now proceed to irony, which, while used for all sorts of purposes, is in itself a form of exclusive dealing. The Greek inventors of the name meant by the ironic man one whose words or acts gave too low an impression of his abilities or resources. Aristotle's "magnanimous man" was habitually cause it was beneath his dignity to incause it was beneath his dignity to insist, before the common herd, upon his rights. For Demosthenes the Athenians were "ironical" when they would not make up their minds to a spirited foreign policy. The classic example, however, Plato's Socrates, though earlier in date, comes nearer to our own idea. Socrates was ironic primarily in virtue of his profession of ignorance; but so extensive and peculiar was the use which he made of his profession, with a view to decoying his interlocutors into unlooked-for conclusions, leading them whither they would not, that irony might be taken to connote a good deal more than the self-depreciation which it denoted. The developments which irony has undergone, in reaching its modern sense, are three.

The misrepresentation made is not necessarily concerned with a man's self; it is not necessarily a minimising; it postulates an audience of which part is admitted to the secret, while part is not. It was this latter point to which we referred when we used the phrase "exclusive dealing." The modern professor of irony is no more a popular character than was Socrates, just because of this exclusiveness. "An ironic man with his sly stillness and ambuscading ways, more especially an ironic young man, of whom it is less expected, may be viewed as a pest to society," apologizes the creator of "Teufelsdrockh." And what wonder? He is much worse than the man who talks in a foreign language amid an uneducated company. French we can pay no heed to, knowing that it is hopeless; but as for irony, we can set a surface meaning on the words, which yet we know is not the meaning they bear to the initiated few. The man whose every speech implies "he that hath ears to hear, let him hear," will never be popular with those whose ears are only for hearing and not for understanding. On the other hand, none is more sought by those who can, or even think they can, interpret. We have said that the ironical must have some one to taste his irony with him; he goes forth disguised like Haroun Alraschid; but the faithful vizier must be at hand, knowing, he only, what manner of man his lord is. Some few there may be who from much self-communing have come to have a sort of alter ego within them, whose appreciation satisfies them without external audience; but, roughly speaking, irony is the use of words intended to bear one meaning to the mass of the audience and another to the elect.

COLD IN NELSON.

Nelson, B. C., Jan. 27.—(Special.)—The weather for the past two days has been the coldest Nelson has experienced since 1895, and not since then has the lake been frozen. Today skaters could cross the lake opposite the city. The thermometer down street registered six degrees below zero, and on the higher levels eight below. The cold has not yet abated.

ABSOLUTE SECURITY.

Genuine

Carter's Little Liver Pills.

Must Bear Signature of

Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS. FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION

GENUINE MUST HAVE SIGNATURE. Purely Vegetable. Brent Good

CURE SICK HEADACHE

Meeting Of The Council

Business-Like Speed Displayed by the New Board of Aldermen.

The Point Ellice Bridge Matters Will be Taken in Hand Forthwith.

'Twas the night before 'lections and all worked with skill so that 9:30 p. m. saw the civic hall still. In other words, political meetings last night acted as incentive for expedition, and per consequence the aldermanic board did much good business, and yet reached adjournment at an unusually early hour. The principal item of interest was contained in a report from the head of the city public works which once again brought before the public in a business way the matter of the bridge at Point Ellice. Mr. Topp favors G I steel arches for that structure, and in order to get the matter into shape it was decided during the evening that the Streets and Bridges committee should meet on Wednesday evening to take up the matter.

L. Goodacre asked for the extension of the sewer to the corner of Quadra and Cormorant street, in order to connect with his new house. The city engineer will report.

Wm. McArthur requested a crossing at Market street. This was disposed of in the same manner as the previous one. The same writer also complained of the railroad crossing on Market street, and of a sidewalk fronting on his property. The city clerk reported as follows:

Since the last meeting of the City Council the following communications have been received and have been referred to the city engineer for report, viz: B. W. Pearse re culvert on the east side of Clarke street from Devonshire road northwards.

George Simon re condition of Wallace street, and the cross road from Heywood avenue to Cook street, and requesting that a sidewalk be laid down on Wallace street.

J. T. O. Meyers re improvement of Clarence street, between Simcoe and Niagara streets.

Arthur Lineham (with 13 others), petitioning to have Henry street, between Turner and Bridge street, graded and out of commission.

Thos. F. Gold (and 20 others), requesting that Powderly avenue be graded and that a sidewalk be laid down on the east side of Bean street, to the end of Powderly avenue.

Ronald Machin and 16 others, requesting that a sidewalk be laid down on St. Charles street (west side), and calling attention to the condition of the box drain on said street.

The matters went to the appropriate committees.

The city engineer reported thusly:

In accordance with instructions I have the honor to report upon the undermentioned subject, viz:

Communications from Thos. C. Sorby, submitting design for stone bridge at Point Ellice in this city, the same being referred to me as to comparative head room and probable cost, etc.

With regard to head room, I have compared the stone arch with our elevation of pier spacing, etc., which was approved at Ottawa, and find that while Mr. Sorby has shown a clear height of 27 feet at the centre of the arch, as against 24 feet, the number of square feet vertical area between the piers is considerably less than that of the city plan, the consequence being approximately as follows: Stone arch, 2,785 square feet; city steel bridge, 3,360 square feet.

With reference to cost, I have taken out the quantities of material and made an estimate (which was entirely from the plan before me as no specification had been furnished) of the probable cost of the stone arch bridge in question, the total of which is $210,667. This figure, of course, is intended to complete the entire structure ready for traffic, including filling, block pavement, concrete, sidewalks, etc.

In conclusion I might say without giving my views on the form of stone arch submitted, I am strongly of opinion that if it is decided to build an arch bridge at Point Ellice, the most satisfactory scheme for the locality (everything considered) would be that of the concrete-steel construction for the arches, considerable information on which can be seen at my office. The bridge could be faced with granite, if desired, giving the exact appearance of solid masonry and affording more favorable facilities for navigation than a well designed stone arch.

Ald. Williams was well pleased with the report, and moved that it be referred to the Bridge committee in order that it might be taken up immediately. This met with the approval of the board and was accordingly done.

I have the honor to report upon the following matters which have been lately referred to me:

Communication from R. T. Clanton, asking that a short piece of sidewalk be laid on the west side of Harrison street, southerly from Pandora avenue. After examination of the locality in question, I would recommend the request be granted. Estimated cost, $15

T B Macabe, calling attention to the condition of an open drain on Simcoe street, James Bay. After making an examination of the above locality I find the request is a just one, and am of opinion the same should be boxed in at an early date. Total estimated cost, $50.

L. F. Wallenstein re defective drainage on Green street. Upon looking into the above matter I find that drainage improvements are much needed in the locality. I would therefore recommend a pipe drain be laid at an early date. Total estimated cost (providing second class pipe can be obtained) $295.

Petition from Marion Allen and several others re sewer extension on Cullinson and Rupert street. I may say I looked into the matter and find that sewer rental can be obtained from 16 houses. The total estimated cost of the work complete being $1,750; providing, however, the rock encountered does not exceed the amount estimated.

Trusting this will meet with your approval.

Ald. Grahame thought that before $1,750 was laid out in sewers an idea should be had as to the requirements of other portions of the city. The report was referred to the Sewers committee.

City Engineer Topp presented a third report on the following lines:

In accordance with instructions I have the honor to report as follows:

Communication from Albert T. Goward re safety of Point Ellice bridge. I may say I have recently made an examination of the bridge and as a result, I beg to report that I do not anticipate occasion will arise within the next six months for any alteration in the present regulations as to its weight bearing capacity.

Trusting this will meet with your approval.

This was received and filed, and a copy will be sent to the Street Railway company.

E. J. Parsons and 15 others asked for an electric light on Market street near First street, and also a sidewalk on the same thoroughfares. Referred to Electric Lights committee.

REPORTS.

The Finance committee reported in favor of continuing the gold guarantee fund in connection with the Board of Trade for the present year, on the same lines as during 1901. This was adopted.

The same committee recommended accounts amounting to $9,467.73, which were ordered to take the usual course for payment.

MOTIONS.

Ald. Worthington moved that tenders for supplies for the Old Men's Home for the ensuing year be advertised for. Carried.

Ald. Barnard's motion in connection with the return to be made of all the houses unconnected with the sewers was then read and passed.

Ald. Barnard, in speaking to his motion, stated that many voters had told him at the time the late sewerage loan was up that they would not vote for the by-law because there were so many houses not connected with the present sewers, and it was in the interests of the public that the reasons for this state of things should be known.

Ald. Barnard asked that his notice of motion re aldermen's indemnity be laid over until next meeting, which was granted.

Instructions were given the city assessor to prepare the annual roll for the city.

Leave was granted to introduce the annual loan by-law, which was then read a first and second time. The council then went into committee on the by-law and reported it complete. Report was received and adopted, the by-law read a third time and passed.

H. Dallas Helmcken advised the aldermen of the near approach of the sitting of the local House, and pointing out the necessity of not leaving important matters until the last moment. Referred to the Legislative committee. This met with unanimous endorsement and the writer will be thanked for his timely letter.

The council then adjourned.

BRITAIN'S ATTITUDE.

She Showed Herself a Real Friend of the United States.

London, Jan. 27.—The Washington correspondent of the Daily Chronicle says: "It is learned from an intimate friend of the late President McKinley that the European coalition against the Spanish-American war was dissolved by the avowed intention of Great Britain to use other means than diplomacy."

The Chronicle in an editorial on this despatch, says: "America, as a whole, has not shown herself invariably friendly during our troubles in South Africa, but this clear statement of America's debt to England should make an impression even on those classes who hitherto regarded us askance."

Westminster Bridge.—The tenders for the bridge over the Fraser river at New Westminster were opened yesterday by the government, but, of course, no information as to the result will be available for publication till the officials of the Lands and Works Department have thoroughly examined them in detail. Owing to the number of tenders received, it will be probably be a month or six weeks before the offers can be placed before the executive for final consideration.

Licensing of Foreign Boats

Arrangement For United States Fishing Vessels on the Atlantic.

Coast Yukon Railway Application—Hotel Cecil at Ottawa Burned.

From Our Own Correspondent.

Ottawa, Jan. 25.—An order-in-council has been passed renewing the system of licensing United States fishing vessels operating in Canadian waters on the Atlantic for the year 1902. This is the old modus vivendi arrangement.

Application is to be made to parliament next session to incorporate the Coast-Yukon railway, to construct a line from Kitimaat inlet to Dawson.

A serious fire occurred in Ottawa this morning by which the Hotel Cecil was completely gutted. Many guests narrowly escaped, but fortunately no lives were lost. The owner, former Mayor Davidson, will suffer a net loss of $20,000.

Invitations are out for a state dinner at Government House on February 13, the day of the opening of parliament.

SEVENTY MILLIONS.

Enormous Capital of a New Glucose Trust.

Chicago, Jan. 25.—The Tribune tomorrow will say: "Plans for the consolidation of the Glucose Sugar Refining company, the National Starch company and several outside plants have made such progress that large stockholders in the glucose concern have been asked to sign an agreement that they will participate in the deal. The capital stock of the new company will be $70,000,000.

NEWS OF THE LODGES.

Social of the Daughters of England—Sisters of St. George.

The Daughters of England gave a very enjoyable social in their lodge room last Wednesday. Bro. Jones very acceptably performed the duties of chairman.

The following members of Victoria lodge No. 83, Daughters of St. George, were duly installed as officers for the ensuing term: Sister Hivers, W. P.; Sister Penketh, W.V.P.; Sister Thorald, W. C.; Sister Rosson, W. H. S.; Sister B. Nunn, W. R. S.; Sister Rowbottom, W. F. C.; Sister Seed, W. S. C.; Sister Shephead, W. I. G.; Sister Lenz, W. O. G.; W. Treasurer, Sister Greenhalgh.

The Sons of St. George will hold a card social tomorrow. All members are requested to be in attendance early.

The well known strengthening properties of Iron, combined with other tonics and a more perfect nervine, are found in Carter's Iron Pills, which strengthen the nerves and body, and improve the blood and complexion.

DON'T SEND EAST

BEFORE YOU GET OUR PRICES ON

WRAPPING PAPER
PAPER BAGS
TOILET PAPER

We can save you money and make a profit for ourselves. Handling large quantities enables us to do this.

OUR PRESSES are ready to print Paper Bags, Etc., at EASTERN RATES. Please give us a trial.

THE COLONIST

Paper Warehouse 29 Broad Street

STOCK TAKING SALE

100 Boys' School Suits, reduced to $1.00 each.
75 Boys' Pea Jackets, reduced to $1.00 each.
150 Boys' Cape Overcoats, reduced to $1.00 each.

These Prices For Cash Only.

Men's Waterproof Cravenette Raglans, Macintoshes and Overcoats. Half Price for cash.

B Williams & Co.

68 AND 70 YATES STREET.

4-PLY
2 for 25c.