

R SALE

BRED JERSEY BULL ON Coast, Belle's Rioter, No. 18.357, Riotor's Pride, by Stoke Pogis He Steubin. winner of silver test at Ottawa. Also some Mk (white) Pigs STURDY & SON 21 Government St. Victoria

sment No. 4.

sreby given that at a meeting of ors of the above Company held a, an assessment of One Cent-syled upon the capital stock of sayable forthwith to the under-fice of the company. Barker-ice of the company, Barker-k upon which said assessment paid on the 10th July shall be ent, and will be duly advertised ie auction, and unless payment will be sold on the 10th August inquent assessment, together

AL SAANICH PICNIC Vill take place on Jay, Wednesday, July I,

Park, South Saanich

HEREBY GIVEN THAT after date I intend to apply to the Chief Commissioner of the Unief Commissioner of the Commission to purchase forty acres of land, situated annel, Barelay Sound. Comst on the main shore opposite sonce eighty chains Reat along said channel, thence eighty themes eighty chains West.

hains to post, he whole 1,200 aeres, more er

D. CARMODY & CO.

ASHE WAS CONTROL OF THE PARTY ON & HEALY CHICAGO.

minal or Interior Points the

Pacific Railroad the line to take

Car Route. It runs through ed trains every day in the year to L and CHICAGO

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ping Cars. an be constructed and in ommodations are both turnished for holders of cond Class Tickets, and Elegant Day Coaches.

line connecting with all

nation concerning rates, till, and other details furnished on y agent, or E. BLACK WOOD, Freight and Ticket Agent, or t St., cor. Bestion, Victoria DN,

ner. Agt., ner Washington, Portland, Or. febl1

stands at the head of type proved Special No. 3 is a con at it will stay there.

T. N. Hibber & Co., Agents.

THE CITY COUNCIL,

Committee Appointed to Arrange for a Home for the City's Poor.

A Port Angeles Delegation to Meet the Council To-Morrow

at that city, on June 22. Received and accepted.

From Messrs. Barrett & Carpenter—announcing that a deputation of citizens of Port Angeles will arrive at Victoria on Friday, June 18, by the North Pacific, to confer with the Victoria City Council regarding the establishment of connections between that city and Victoria.

On motion of Ald. McKillican the communication was received and a special meeting of the Council for that purpose was ordered.

funds for it, or abandon it altogether. The motion prevailed.

The Council adjourned at 9.30 o'clock.

THE WORLD'S FAIR FOREIGN

All Interests of the Columbian Exposition 1895 Abroad Will be Looked After by M. E. Stone, the Well-Known Journalist.

A Port Angeles Delogation to Meet the Council To-Morrow Night.

The City Cound not last evening. His Worship Mayor Grant in the chair, and shelmont Remond, Rolland, Hunter, Robertson, Muan, McKillian, Smith and Cognita present.

The minutes of last meeting were read and adopted.

COMMUNICATIONS.

From J. H. Revunke, offering 30 acres of last on the summit of Monta Tolme, including the separation of the Council and the Mayor American Cognitive, in particular, and the Mayor and the Cognitive Committee, to make some arrangement Dolfman districts on the Council Committee, to make some arrangement Dolfman in the Cognitive Cognitive Cognitio

On motion of Ald. McKillican the communication was received and a special meeting of the Council for that purpose was sordered.

D. Oppenheimer, mayor of Vancouver, addressed the Council regarding aid for the Provincial Exhibit Association.—Referred to the Finance committee.

From property owners and residents of the Cadboro Bay road, asking the Council to impose conditions as to the manner of construction of the tramway out to the Driving Park, so as to prevent obstructions to the road, and encroachments injurious to the property and safety of the residents. It was signed by about 30 persons.

Ald Holland Siggested that the petitioners asked the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Council to the Driving Park, which was out of the Council to the council construction of the tramway from the Jubilee Hospital to the Driving Park, which was out of the Council to the Council to the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was not of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park, which was out of the Council to the Driving Park

A communication was received from the Northwestern Review, a Seatite publication, offering to print an illustrated description of the city of Victoria and its resources, and asking the city to take 5,000 copies at 20 cents each, or 10,000 copies at 20 cents each, or 10,000 copies at 20 cents each, or 10,000 copies at 15 cents each. Referred to the Printing committee, with power to set.

\*\*TENDERS\*\*

For grading Saanich road:

Melvin & Liudsay, \$2,545; H. H. Macdonald, \$1,975, rock per yard, \$2; James Baker, \$2,306, rock \$2.50 per yard; Noel LcClair, \$3,800; H. Courtney, \$1,920. rock \$2.50 per yard; John Haggerty, \$1,129, rock \$2.per yard; John Haggerty, \$1,129, rock \$2.per yard.

The tenders were received and referred to city surveyer, with power to sward the cottract to the lowest bidder.

BY-LAWS.

By Alderman Robertson, to amend the revenue law of 1891; first reading.

REFORTS.

The Street Committee recommended that the city barriset be instructed to prepare a conveyance for the taking over of the property of the offered for sale by Captain Rudlin and others, for the purpose of widening Pandora avenue. Adopted.

The Cemetery Committee recommended that the maps of Ross Bay cemetery were not correct, and recommended new maps be prepared. It also recommended that all sales of lots and blocks be reported to the cemetery committee, so as a correct record may be kept. Adopted.

ALD. SMITH of the street committee be empowered to repair Government street, from Johnson street to James Bay bridge, by picking over the dirt and macadam, and rolling it down again so as to give it an even surface. The suggestion was not steed upon.

ALD. COUGLAN called attention to the city gravel pit, and suggested that it is be surveyed, graded and cut up into lots. He said it was an eye sore, to a neighborhood in which a great many good houses have been built, and it could be sold to good advantage.

Ald, MOKILLIOAN gave notice that he should ask leave to introduces, at the next the should ask leave to introduces, at the next the shoul

Injured by a Powder Exptesion.

Monesto, Cal., June 17.—Word has just
een received of a powder explosion accident

WHAT THEY SAY ABOUT "TRUTH."

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ALD. MUNN saked the Council to appropriate about \$2,000 more for the care of Beacon Hill park, and marked that such an amount be voted to the Park committee, as the total appropriation of \$6,000 had already been speats, and still much was necessary to be done to maintain the park in proper manner. It was seconded by Ald. Couglan, who said that if the city was to maintain a park it was necessary to provided in the first trained and the proper manner. It was seconded by Ald. Couglan, who said that if the city was to maintain a park it was necessary to provided the counts of the counts of the counts for south a year, resulted, to committee and the counts of the counts o

STREET CARS IN EUROPE.

"I have just had a long trip through Europe looking at their street cars, or 'tram cars,' as they are called there," said a correspondent of the New York.

tram cars,' as they are called there," said a correspondent of the New York Telegram.

"In Dublin I found the street railways under one management, called the United Dublin Tramway Company. The ears carry twenty-six passengers inside and twenty on top, and by a law of the Kingdom all public conveyances are limited to their capacity. When the seats are full no more passengers are taken on, and there is none of the crowding and overloading we have in this country. The rails of the Dublin tramways are grooved and weigh nine-ty pounds to the yard. They are not laid on ties and sleepers, but in cement on a concrete foundation and are connected with coupling rods. The pavement, both inside and outside the track, is of granite blocks on a concrete foundation, and the seams between the blocks are filled with tar and cement, making the pavement totally impervious to water. The rails are flush with the pavement and are kept in perfect repair, so that one might drive over them with a buggy and not know that he was crossing a railway track. The fare is one penny, or two cents, for any distance inside of a mile. It is a horse system, and the speed is between eight and nine miles an hour. The horses are of a very high grade, as the Government offers a gratuity on every horse coming up to requirements that makes up the difference in the prices of a good and a poor animal. In consideration of this gratuity the Government reserves the right to take the horses owned by the tramway company for cavalry service in case of war.

"In Belfast and Glasgow the systems are similar, while Edinburgh and Birmingham have very good cable roads. In London there is the Highgate Hill

London. The road is what is known as three or center-rail system, with the cars drawn by an engine which receives its power from the central rail, and electricity is generated from stations at the end of the road. On this line there are seventeen trains of three cars each, which leave the stopping-places at infervals of three minutes. The fare is five cents in United States money, and is paid at a turnstile. The speed is about twelve to fifteen miles an hour.

"Paris has electric cars run by the storage system, and it seems to work very well. One feature of the Italian roads worthy of attention is that there are two fares—a first-class fare, where the passengers sit inside, and a second-class, where the passengers stand outside. The difference in fare is two cents."

and the construction of the trainway from the Jubilee Hospital to the Driving Park, which was out of the Council so that the total for 1891 will be so large to the City Surveyor.

A communication was received from the Northwestern Review, a Seattle publication, offering to print an illustrated description of the city of Victoria and its resources, and asking the city to take 5,000 copies at 20 cents each. Referred to the Printing.

mice; they really grapple with problems and squeeze from them their life. Their theologians expatiate on creeds which are networks of dogmatic mysticism, or compounds of Puritanism with transcendental sentiment.

American humor is rarely of a rollicking kind; it is dry, not rich; fine rather than deep; subtle, not broad. It depends upon quick perceptions of analogies or upon the exaggeration of facts rather than upon a broadly comic sensibility. Americans have produced no plays which deserve the name, and in power of dramatic invention they are deficient. Their voices, like their languaghter, are seldom rich or rounded, as though they proceeded from hidden recesses of being. Their variety of the English language is modified so as to gain time. Their utterance is rapid; they drop their voices at the end of the sentence in their hurry to reach the next; their idioms are compressed; even their spelling is clipped.

Cold, self-possessel, precocions, alert, keen-witted, Ameridans, seem wanting in fervor, passion, repose and expansiveness. Their versatility is phenomenal, but the gift is dangerous if it dissipates powers or squanders talents. Few writers devote themselves to letters as their sole vocation with the self-devotion by which alone the highest literary work is produced. Novel writing is not undertaken by persons who have any special aptitude for the work. It forms an interlude in the literary life of writers who are also versifiers, critics, essayists, biographers and journalists.

The Word "Jew."

"We are Jews," said the rabbl, to a

rhates, cosay said.

The Word "Jew."

"We are Jews," said the rabbl, to a New York Sun man, "and it is right to call us Jews, but some of us do not like the word, because it has been used in Europe for ages as a term of contempt or derision. People often seem to be hissing when they say of a man, 'he is a Jew.' In English books, as well as in German books, the word is often used scornfully. In most European cities the Jews were compelled to live by themselves in the meanest quarters, and this also caused them to be spoken of sneeringly. We are called Jews because our ancient country was Judea, but we are of the Hebrew race, and some of us would rather be called Hebrews than Jews. But we will yet make the word Jews shine in the United States."



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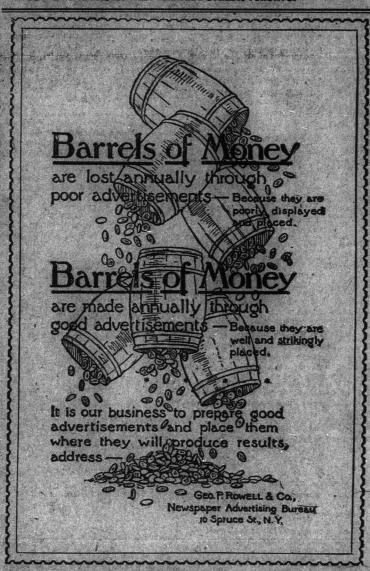
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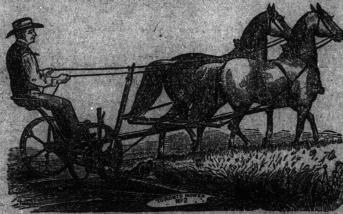


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