Increasing In Membership

Chamber of Commerce Has Now Close on Two Hundred Adherents.

How To Best Foster Home Industries Engages Much Attention.

The regular weekly meeting of the Victoria Chamber of Commerce held yesterday evening was of more than usual interest because of a lively debate on how to best deal with the report of the committee who were considering ways and means to advance the interests of home industry. The report after some preliminary skirmishing, was taken up clause by clause; and some progress was being made when a motion to adjourn put a sudden stop to the proceedings. There was a fairly good attendance; and from the reports of the canvassing committee it was shown that the organization is rapidly growing in membership—175 now being enrolled

Vice-President Geo. Carter occupied the chair at the opening.

The minutes of the last meeting were read and adopted.

President Beckwith, having arrived, took the chair.

The following new members were elected: T. M. Brayshaw, A. G. Sargison, P. R. Brown, Colin McKenzie, W. G. Cameron, Arthur Brenchley, Donald Fraser, L. Heffer, E. Leeson, M. Baker, J. C. Pendray, J. Barnsley, F. Schnoter and Thomas Hooper.

The Carriage Builders and Blacksmiths' Association forwarded a letter expressing approval of the move in aid of home industries.

Chairman Beckwith said he believed all the manufacturing interests of the city were in sympathy with the movement aiming at the better patronage of home industry.

Singleton, Bendleton & Co., of Kobe, Japan, asked to be placed in communication with firms handling butter. Received and the necessary information to be forwarded.

W. H. Curran, of Tacoma, wrote warning Victorians against parties who pretended to be handling a patent locknut. They were imposters. The letter was received and filed, the police to be notified of its contents.

The Victoria Novelty Works complained of having had a letter refused publication in the Colonist, referring to treatment accorded that concern by the Victoria Terminal Railway Company. The secretary said the writer, Mr. Haffer, was a neighbor of his, and a very reliable man. He owned a ranch at Saanich, and was often discommoded by trains not running on time. The secretary could not understand why the Colonist had refused to publish it.

The matter was referred to the Transportation committee so as to get both sides of the case, and report at the next meeting.

Mr. J. E. Church, for the canvassing committee, said the committee was making good progress. T. G. Bagshawe, for the same committee handed in the following two applications for membership: Mr. T. Hardaker, J. T. Crute—making the membership 175.

On behalf of the Transportation committee, the secretary announced that the C. P. N. had put a better boat on the West Coast service.

Mr. Walker said he understood the Tees was to make three trips a month to the North end of the Island.

The president did not think the Chamber was in a position to discuss the West Coast service at the present time. Conditions at present were somewhat complicated. He doubted that the Tees was as good a boat for the service as the Queen City.

Mr. Pearson said the committee looking for a hall and arranging for meeting nights were postponing definite action until final returns from the canvassing committee.

Mr. Church said most of those whom he had canvassed favored Tuesday evening as a meeting night.

The chairman said a final report from the Canvassing committee would be expected next Tuesday evening, when definite action could be taken regarding a hall and arranging a night for a weekly meeting.

On the question of the appointment of harbor commissioners, the chairman reported the result of the conference that afternoon at the City Hall—particulars of which are reported in another column. The chairman believed that Victoria would make a wonderful step forward when she had a good harbor.

J. Kingham did not think there should be any reflections on the Board of Trade—referring to the remark of the chairman that few members of the Board of Trade were at the conference. He presented the resolution which it was agreed should be passed by the various civic bodies, and forwarded to Ottawa.

Mr. Price thought it important that a shipping man should be on the commission.

The resolution carried unanimously.

J. Kingham, seconded by George Carter, moved that an Executive committee be appointed to deal with minor matters, and thus expedite business.

Mr. Mowat doubted if the constitution provided for that.

Mr. Pearson said the executive would epitomize business.

Mr. Bagshawe wanted to know what would be the scope of the executive committee?

Mr. Morley said the bylaw provided that the treasurer could only pay the bills.

Mr. Kingham said his idea was that the executive should pass upon all communications—in that way petty letters could be dealt with without bothering the general meeting.

An executive committee was appointed consisting of president, vice-president, treasurer and secretary.

The topic of "Home Industries" was then taken up—the report of a special committee being discussed clause by clause. It has already appeared in the Colonist.

Mr. Carter thought such a valuable report ought to be explained by those who were instrumental in having it drawn up.

Mr. Bagshawe favored having copies printed and distributed.

Mr. Carter wanted to know by what method the committee proposed to carry the suggestions into effect?

The chairman explained that he thought that was covered in the report.

Mr. Townsley said a committee must be formed to work on the suggestions made.

Mr. Kingham favored postponing the discussion for two weeks, in the meantime printed copies to be distributed.

Mr. Morley said the people in Victoria did not appear to be "up to snuff." The report had been printed in both papers—was that not enough publicity?

Mr. Walker favored going ahead with the discussion of the report at once.

Mr. Townsley said each item was to be discussed in the Chamber if any good was to be accomplished.

Mr. Speed favored proceeding with the appointment of a committee at once.

Mr. Walker insisted that it should be discussed clause by clause.

Mr. Carter said a great deal of thought was required on the matter, and he favored waiting until the report had been further read by all the members.

Mr. Speed said if a committee was appointed to ask the retailers to push home products, it would accomplish much good.

Mr. Brayshawe wanted the meeting to go ahead with the discussion of the report.

Mr. Kingham did not think it should be expected that the members should read the newspapers in order to get the report.

The chairman favored a full discussion two weeks' hence.

A vote being taken it was decided to go ahead with the discussion. The report was then taken up clause by clause.

Mr. Walker in discussing the clause, asking the co-operation of the ladies in the work of building up home industry, said it was a most important question. He had some experience when in the Government service and knew that thousands of dollars were being sent out of the city for Eastern goods. Men were sending for clothing to the East when they could get as good right here. The Chamber of Commerce should do all it could towards stopping the practice of sending money out of the city.

Mr. Kingham said many of the stores took orders for clothes, which meant the sending out of money. There was no difference between the individual sending out his orders and allowing the local trader to send for him.

Mr. Knight drew attention to the number of people who patronized Chinese tailors. He knew of the secretary of one of the trades societies that got a suit of clothes from a Chinese tailor. (Laughter.)

Mr. Morley said very few people looked further than their noses in the matter under discussion. The whole thing hinged on political economy. He told of the disposition of retail dealers to sell goods which were popular regardless of whether they were of home manufacture or not. That was a wrong principle—nothing was lost by encouraging everybody to proceed with their industry. What the report aimed at was the stimulating of a local patriotism respecting British Columbia manufactures. Selfishness stood in the way of home industries success the world over. (Applause.)

Mr. Bagshawe wanted to know if the committee had considered the agriculturists as the first producers? That was most important, as the farmer was even more important than the miner.

The chairman thought the work of the Transportation committee would meet that phase of the question. They had the interests of the farmers at heart.

Mr. Morley said the word "produce" of course covered the interests of the farmer.

Mr. Carter said he was informed that fruit pulp was shipped to England and then back again as canned fruit. It should be stopped.

On the clause referring to a permanent exhibit of home industries coming up, Mr. Carter moved that it be laid over.

Mr. Price moved that it be adopted at once. It was most important that there should be a permanent exhibit.

Mr. Kingham said he agreed with what Mr. Price had said, but what was the object of passing the clauses, if the committee could not be appointed?

The chairman said it was best to proceed with the discussion of the report, as that would expedite the work of dealing with it.

Mr. Walker favored a permanent exhibit, but he wanted the clause to stand over, until some arrangements be considered for the exhibit's maintenance.

The clause passed.

Mr. Houston, chairman of the committee, was asked by Mr. Carter, through the chairman, to explain the position of the committee. He said the committee had simply tried to outline a policy; and, having done that, its mission was at an end. They favored the appointment of a larger committee to carry out the policy as far as practicable.

Several clauses were, during the debate, laid over until next meeting.

The clause calling for the use of a special label stood over.

At this stage a resolution to adjourn was put by Messrs. Kingham and Carter and carried.

TENDENCY OF THE TIMES.

The tendency of medical science is toward preventive measures. The best thought of the world is being given to the subject. It is easier and better to prevent than cure. It has been fully demonstrated that pneumonia, one of the most dangerous diseases that medical men have to contend with, can be prevented by the use of Chamberlain's Cough Remedy. Pneumonia always results from a cold or from an attack of influenza (grip), and it has been observed that this remedy counteracts any tendency of these diseases toward pneumonia. This has been fully proven in many thousands of cases in which this remedy has been used during the great prevalence of colds and grip in recent years, and can be relied upon with implicit confidence. Pneumonia often results from a slight cold when no danger is apprehended until it is suddenly discovered that there is fever and difficulty in breathing and pains in the chest, then it is announced that the patient has pneumonia. Be on the safe side and take Chamberlain's Cough Remedy as soon as the cold is contracted. It always cures. For sale by all druggists and dealers.

20 cases latest style American hats, all at sale prices for cash. B. Williams & Co. *

ELIAS ROGERS RETIRED.

Position of Managing Director of Fernie Mines Dispensed With.

Toronto, March 6.—At the annual meeting of the shareholders of the Crow's Nest Pass Coal Mining Co. here today, Elias Rogers retired from the position of managing director. The work in future will be performed by the general manager at Fernie.

LUMBER TRADE.

Calgary Says Combine Exists in British Columbia and Territories.

Calgary, March 6.—(Special)—A motion was carried in the city council last night narrating the fact that a combine in lumber existed in British Columbia and the Northwest Territories, greatly to the embarrassment of trade, and praying the government to investigate the same.

GOOD HEALTH FOR CAPITAL.

Maintaining good health is to the majority of people the most vital question in the world and nature affords no more efficient strengthener for the system and restorative for the nerves than Dr. Chase's Nerve Food. Naturally, gradually, and certainly it forms new, red corpuscles in the blood, creates new, healthy nerve cells and puts into the system the snap, energy and vitality that data disease.

Driving ulsters and waterproof overcoats half price for cash during stocktaking sale. B. Williams & Co. *

FORESTRY EXPERT.

Dr. Unwin Appointed to the Department at Ottawa.

Ottawa, Ont., March 6.—(Special.)—Dr. Unwin, of London, England, has been appointed scientist to the forestry branch of the Interior Department. Dr. Unwin is an Englishman by birth, but was for many years on the continent studying forestry.

AGRICULTURAL COLLEGE.

One to Be Established at Regina by Private Means.

Winnipeg, March 6.—(Special.)—Prof. W. H. Coard, of the Dominion Department of Agriculture left Winnipeg today for Regina, where he will establish an agricultural college and experimental station provided for by private financial means.

Piles To prove to you that Dr. Chase's Ointment is a certain and absolute cure for each and every form of itching, bleeding and protruding piles, the manufacturers have guaranteed it. See testimonials in the daily press and ask your neighbors what they think of it. You can use it and get your money back if not cured. 60c a box, at all dealers or EDMANSON, BATES & CO., Toronto.

Dr. Chase's Ointment

For Harbour Commissioners

Recommendation to Dominion Government that a Board Be Appointed.

At Joint Meeting of Council and Representative City Bodies.

A meeting of delegates from the City Council, including the Mayor and six members of the board, from the Board of Trade, Chamber of Commerce, and Voters' League, was held at the City Hall yesterday afternoon for the consideration of the proposal for the recommendation to the Dominion government that harbor commissioners be appointed for the harbor of Victoria. It was decided by the unanimous vote of the meeting to recommend to the Dominion government the appointment of eight commissioners to form a harbor trust for the port, four members to be appointed by the government, and the Mayor to act, one member to be appointed by the Council, one by the Board of Trade and one by the Chamber of Commerce.

C. E. Redfern said the meeting was called to bring to the attention of the government the necessity of appointing a harbor commission for the port, without regard to any harbor improvement scheme. Some money had been expended on the harbor, but there was no system, the work being carried on in a haphazard way, and no permanent improvement resulted. Montreal and Quebec, he said, had harbor commissioners, and the government had advanced $4,000,000 for the improvement of the latter harbor.

As stated by Mr. Redfern, the demands of the deputation were:

1. An act to incorporate a board of commissioners, three to be appointed by the Government, the Mayor of the city (ex-officio), and one representative of the Board of Trade, or shipping interest.

2. The commissioners to have power to take up and enquire into the whole question of such harbor improvements as may be for the general advantage of Canada, to take expert and other evidence, report and submit suggestions to the government.

3. An adequate appropriation to be made by the government to meet the necessary expenses incidental to the foregoing enquiry.

4. The harbor commissioners to have power to appoint such temporary officers as may be necessary for the carrying out of objects of the act and to pay reasonable costs and charges out of the funds placed at their disposal.

Then Mr. Redfern read the objects of the board, as follows:

1. To take evidence as to the present state of the harbor of Victoria, its sufficiency or insufficiency, to meet the growing demands of the commerce of the port.

2. To prepare plans and charts of the harbor as existing, including all the surrounding properties, to the streets bounding the same, and also of the Indian reserve; to plot upon the surface of the harbor the depths of water, and by borings ascertain the nature and depth of the bottom to a datum line of 30 feet below ordinary low water level.

3. To prepare plans of such improvements as the board may, after mature conference, deem necessary to provide for the commerce of the port and for the general advantage of Canada.

4. To estimate the cost thereof and the probable revenue to be derived therefrom.

5. To report their conclusions to the proper departments of the government at Ottawa.

The full powers of the act shall not be operative without an order-in-council.

He held this request was broad and liberal, and did not ask for any scheme of improvement. Everything was to be left to the commissioners.

T. C. Sorby spoke of his visit to Ottawa to promote his harbor scheme. He had abandoned his idea, and was speaking of the common scheme. He introduced the draft of the proposed harbor act he had submitted to the government, the preamble of which showed the large increase in the shipping business, and the necessity of improving the harbor, deepening it, freeing it from shoals, etc., to improve the navigability of the harbor. The proposed act gave the area of the port as extending from a line drawn between Holland and Macaulay or Sailor points, and from the end of Victoria arm to Thetis Cove, between which a canal could be easily made. Victoria was the second port in the Dominion, and if commissioners were appointed, part of their duty would be to enquire into all questions within those limits. A breakwater had been suggested, and other methods of improvement—he would say nothing of his own scheme. All these things would be enquired into by the commission. The Minister of Marine, when the matter had been brought before him, suggested that eight commissioners be appointed, four to be appointed by the government, the Mayor to act during his term of office, one to be elected by the Council, one by the Board of Trade, and one by the shipping interests. The government would always have a majority. The act was based on those made for Quebec and Montreal. Sir Louis Davies, when minister of marine, had written Mr. Sorby that there would be no difficulty in getting a bill for the formation of a harbor trust. He spoke of Victoria as a calling port and to the end that the trade would be increased by the improvement of the harbor. New York was now sending twenty 8,000 ton steamers to Australia from here. To get the trade the port must have room for the tonnage. He recited the various articles which were only shipped in quantities from other ports, which could be shipped from British Columbia. He also spoke of the movement of railway lines to the Coast and of the need of steamers by the different lines. A railway coming to Victoria now would have to establish the harbor. The speaker then showed how each of the British railways had their own ports and own steamer lines. Then he touched on the Canadian ports and what had been done there by the Dominion government. He spoke of handicaps now confronting shipping and the necessity of improvements. Maps of other harbors were exhibited to show that the space at many noted harbors was not greater than at Victoria, which had double the area of some. He hoped the meeting would move in this matter of inducing the government to appoint a harbor commission, and had no other desire in this matter than the good of Victoria.

During a discussion which followed, Mr. Vincent said he did not think any business had been turned away because of lack of accommodation. Mr. Spratt said that some time ago his firm had received a communication from a San Francisco shipping firm, which was running to Seattle in opposition to the Pacific Coast SS. Co., which wanted to come to Victoria and desire to secure wharfage in the Inner harbor.

Mr. Redfern said that if harbor commissioners were appointed, their first business would be to find out what improvements were necessary, and the proper official body to lay the matter of the appointment of a commission before the government was the council. He moved that the meeting request the City Council to urge upon the Dominion government the necessity of passing an act for incorporation of a board of harbor commissioners for the city of Victoria on the same lines as those of Montreal and Quebec.

Mr. Beckwith seconded the motion. He spoke of the haphazard method in which the work of improvement of the harbor had been carried on by the Dominion government. There had been work here and there, but no system and little good had been accomplished. The commissioners would be able to find out the best method and carry out improvements in a permanent manner. There was no question as to the need of improvement in order to create larger business. Enormous business could be created by encouraging shipping. Mr. Vincent remarked that ships would not come into the inner harbor if deepened to a hundred feet, and Mr. Beckwith, continuing, said he favored bringing vessels to the inner harbor. He spoke of the proposed improvements to the Sound service, and said he would not like to see the new steamer land at the outer wharf. He hoped to see improvements made to the wharves and approaches of the inner harbor.

Ald. Yates—who was appointed secretary of the meeting—favored the resolution, which he said was the first step towards reform in providing the necessary machinery for getting it.

Mr. Redfern said that the fact that the Dominion government spends about $10,000 a year in Victoria harbor shows the need of improvement. If this money was taken to provide for interest and sinking fund of a loan, a large amount, $100,000 or more, could be spent on a systematic scheme of improvement, instead of the present haphazard manner.

Mr. Morley said that railways would look towards Victoria as a terminus if they knew the harbor was to be improved. He spoke of the resources of the London docks, and of how large steamers were kedged about in basins that were very small compared to the area of Victoria harbor.

Mr. Sorby outlined the improvements made in the harbors of Eurone, and of how London was slipping behind some of them. Mayor McCandless favored the resolution. He said that if the amount spent by the Dominion Government yearly was placed as a sinking fund and interest for a loan, the city could borrow $200,000, possibly getting it from the Government at three per cent., for a systematic improvement of the harbor. Although not wishing to decry the Outer wharf, he said there were many commercial advantages derived by the city in having steamers land in the inner harbor. He would favor having commissioners appointed for another reason. The Indian reserve question was likely to be settled before long, and there was lots of room for wharfage there. He spoke of the haphazard methods in vogue now and of the need of systematic work.

The motion passed unanimously. It was then moved by Mr. Sorby that the proposed harbor commission consist of eight members, four to be appointed by the Government, the Mayor to act as one, one to be appointed by the council, one by the Board of Trade, and one by the Chamber of Commerce.

The resolutions were ordered to be submitted to the council, and to the members of the Government.

The meeting then adjourned.

GREAT FIRE IN FAIRHAVEN

Mill's, Wharves and Cars Destroyed and Business Portion Threatened.

From Our Own Correspondent.

Seattle, March 6.—Fire, that swept over a quarter of a mile of Fairhaven's waterfront this morning, did damage amounting to $200,000. No lives were lost, although there were several casualties of a serious nature.

The Bellingham lumber mill, built within the last year, at a cost of $60,000, and which contained $40,000 worth of stock, was burned to the ground. The insurance is $30,000.

The Hill-Welbon wharf, on which was the Northern Pacific depot, was wiped out.

A long string of Great Northern box cars, two Northern Pacific passenger coaches, and a long wooden trestle were among the property destroyed.

The fire started in the Bellingham lumber mill and spread with such rapidity that the entire business part of the city was in danger for a time.

FAMILY QUARRELS.

"How many serious family quarrels, marriages out of spite and alterations of wills might have been prevented by a gentle dose of pills?" With the liver and kidneys sluggish, and torpid digestion is impaired and temper ruined. But Dr. Chase's Kidney-Liver Pills by invigorating the action of these organs ensure good digestion and sound health.—One pill a dose, 25 cents a box.

Mackintoshes and cravenette raincoats half price for cash during stocktaking sale. B. Williams & Co. *

CANADIAN MINING INSTITUTE.

British Columbia Men Who Are Elected to the Council.

Montreal, March 6.—Eugene Coste, engineer of the Provincial Natural Gas & Fuel Company, was elected president of the Canadian Mining Institute. Messrs. E. B. Kirby, Rossland; J. H. Tonkin, Fernie, B.C., and S. F. Harris, Eholt, B. C., were elected to the council. It was decided to hold the next annual meeting in Toronto.

To be free from sick headache, biliousness, constipation, etc., use Carter's Little Liver Pills. Strictly vegetable. They gently stimulate the liver and free the stomach from bile.

Boys' and youths' overcoat prices cut in two for cash until after stock-taking. B. Williams & Co. *

"Ethel has improved wonderfully in her music, I believe?"

"Yes; both the flats adjoining hers are now rented."—"Judge."

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

Price 25 Cents. Purely Vegetable. CURES SICK HEADACHE

The Week At The City Hall

A Resume of The Labors o the Aldermanic Board.

A Prospect That Work on New Sewers Will Start at Once.

Council routine at the City Hall during the past week developed several matters of more than passing interest to the ratepayers. A filip was given to the interest which usually attaches to the deliberations of the aldermanic board in the action which resulted in the tramway company making a midnight rush for the crossing at the corner of Cormorant and Government streets, so as to get its tracks laid ahead of the Victoria Terminal Railway & Ferry Company, who are compelled of necessity to shortly extend their tracks down Cormorant street to connect with the E. & N. railway system, because of the terms of their contract with the city. Some curiosity has been aroused as to why the tramway company displayed such remarkable alacrity in the matter. By way of explanation, it is pointed out that the tramway company in getting its tracks first in position, has gained a distinct pecuniary advantage over the Victoria Terminal Company, as the latter will not have to bear the expense of putting in the necessary frogs to permit of its crossing the tracks; and this will involve an expenditure of at least $250. Under the act governing such matters, the party crossing another company's tracks must agree to keep the said crossing in a thorough state of repair. It will thus be seen that the tramway company achieved considerable in its midnight rush. Had the suggestion put forward by His Worship Mayor McCandless been adopted at the meeting of the council on Wednesday evening, matters would have been different, and the Victoria & Terminal Company would have obtained the advantage. His Worship advised that both companies be made to comply with the law—that is, give the required statutory notice of their intention to extend their tracks. Had that been insisted upon by the council, the Victoria Terminal Railway Company would have only required to give 10 days' notice; whereas the tramway company would have had to give 30 days' notice—these being provisions in the respective bylaws governing the relationship of the companies with the city. But as it turned out, notice was simultaneously waived in both cases.

ENCROACHMENT ON PROPERTY.

A matter which is now before the council in statu quo, but which will be taken up as soon as the aldermen "get round to it," refers to the re-defining of boundaries of city property adjacent to the foreshore along Dallas road, in the vicinity of Clover Point. There are three parties interested in the matter—the Dominion government, the city and private property owners. It appears that some time ago the city had its attention drawn to the fact that gravel was being removed from the foreshore at the point indicated in quantity sufficient to seriously injure the property; and as an outcome of the enquiry which was made into this matter, it was decided, on the advice of the city engineer, to instruct Mr. George Hargreaves, C. E., to prepare a report defining the boundaries of the various interests in the property along the foreshore in the vicinity of Clover Point. Encroachments on city property by owners of adjacent land are reported to have been made, fences having been pushed out over 20 feet in some instances. Mr. Hargreaves' report is now in the possession of the city engineer, and an attempt will shortly be made to remove the matter from the domain of contentious questions.

SEWER EXTENSION.

The council has not yet given the order to proceed with the work of extending the sewerage system as authorized by the bylaw recently voted upon by the ratepayers, when the raising of a loan of $200,000 was authorized. At Wednesday evening's meeting of the council, Ald. Barnard, who is the father of the new scheme of sewerage improvement, gave a hint that he would resist to the utmost any inclination to divert the fund from the scheme of general sewerage extension to the requirements of isolated sewer demands.

Ald. Cameron does not think any obstacle lies in the way of an almost immediate commencement of the work on sewerage extension. The loan has been fully subscribed at a good rate, the plans are all ready in the hands of the city engineer, and nothing remains but to give the order to the city engineer to proceed with the work. Just how long it will take to complete the work depends of course on the number of men put to work. Ald. Cameron is strenuously opposed to the principle of sending out of the city for men, believing that the laborers who make their homes in the city should have all the benefits of the money expended in wages on civic works. Rather than have the city rush work and send outside for men, he would favor it all being done by local labor, the job, if necessity demanded, lasting a number of years at an expenditure of $45,000 or $50,000 per year.

CARNEGIE LIBRARY.

Ald. Stewart has before the board a bylaw aiming at providing an opportunity for the ratepayers to pass upon the selection of a site for the Carnegie library. The bylaw was read a first time several weeks ago, but nothing has been done with it ever since. A number of the aldermen do not attempt to disguise the fact that they would rejoice if it so happened that the agreement with Mr. Carnegie were dropped altogether. A majority of the council, however, are in favor of going ahead with the project; and the matter has been allowed to drag along for months without anything being done, owing to the wide divergence of views on the question of the selection of a site. Some uncertainty was in the minds of the aldermen as to what was meant by the provision in the clause that the library building is to cost at least $50,000. They did not know if this included fixtures and equipment, or only the bare building. The city clerk of Vancouver—where a Carnegie library building is in course of erection—was communicated with, and he has informed the council that Vancouver's interpretation of the clause is that the building alone—without fixtures and equipment—shall cost $50,000. That point being settled, it is now known that the city will be required to make an appropriation for fixtures and books, besides the $5,000 necessary for the purchase of a suitable site. Contrary to general belief, there is no stipulation in the agreement between Mr. Carnegie and the city that the matter must be proceeded with at a certain date, though it is taken for granted that Mr. Carnegie would not tolerate trifling and dilly-dallying to an indefinite extent.

OLD MEN'S HOME.

The matter of selecting a suitable manager for the Old Men's Home in succession to Mr. Hobbis, resigned, is now engaging the attention of the aldermen. It was decided at last Monday evening's meeting of the council to call for applications for the position—unmarried men only to be eligible, and the salary to be $50 per month, with board and lodging. As is the case when any civic job is offering, there are scores of applicants; and an alderman's life will not be a thoroughly undisturbed one from now on until the date when the appointment will be made—the 16th inst. Those who are familiar with the workings of the institution are agreed that the position of manager is an unenviable one in many respects. In connection with a reference to the Old Men's Home, it may be stated that the City Council does not intend to make any move this year in the matter of removing the institution to a more happily situated location.

THE DOG CATCHER.

Pound Keeper Curran, in the role of dog-catcher, will be much in evidence during the next few weeks. At Monday evening's meeting of the City Council, he applied for authority to engage an assistant at a remuneration of $15 per month, to help him round up the host of mongrels which infest the city. Permission was granted, and the work of corraling the curs will start at once. The pound keeper gets 20 cents for every dog he catches.

STREET SPRINKLING.

The question of arranging for the proper sprinkling of the streets during the summer months came up at Monday evening's meeting of the council when authority was given to call for tenders for teams for the watering carts. When this matter was alluded to Ald. Barnard, replying to a question, said he understood that the Tramway Company were contemplating coming to some arrangement whereby the street car system can be utilized in the watering of the thoroughfares on which the tracks are laid. A Colonist reporter yesterday afternoon had a chat with Ald. Cameron on the question of street sprinkling. He said the council had some time ago taken up the question with the idea of ascertaining if some improvement could be made on the present system. As a result of enquiries made they ascertained that in Portland, Ore., there is system which do much of the sprinkling in the business portion of the city. Long nozzles extend out on either side of the specially constructed cars, working on swivels and in this way a wide street is very successfully watered. In Colorado Springs, also, much of the street sprinkling is done by utilizing the facilities afforded by the street car system; and at that point the scheme is said to work with very success. Mr. A. T. Goward, of the Tramway Company, is now figuring on getting some appliances whereby the cars can be made to do a portion of the street sprinkling in Victoria.

OUTER WHARF ROAD.

Within a very short time a start will be made on the work of putting the road bed of the streets leading to the Outer wharf in a thorough state of efficiency for the summer months. At a meeting of the council last week an appropriation of $4,500 was made for the purpose. The road-bed is to be heavily macadamized with rock taken from the lot opposite the new post office, and employment will be given for some weeks to a considerable gang of men. The work would have been started immediately, but a slight delay has occurred owing to the two rock crushers being busy.

THE ESTIMATES.

At tomorrow evening's meeting of the council the estimates for the year will be presented, and on motion of Ald. Cameron an "Expenditure Bylaw, 1903" introduced and put through its initial stages. The estimates for the year are much the same as last year, no radical departure having been made in apportioning the various amounts.

THE MUD FLATS.

There does not seem to be any likelihood of a start being made immediately on the work of filling up the mud flats at James Bay bridge. The money which was appropriated for the purpose is lying in the bank, but the council does not manifest a disposition to disturb it, in view of the promises made by the Federal Government that the dredger King Edward will resume work before long. Ald. Cameron has no doubt that parliament will make an appropriation for harbor improvements at an early date, which will allow of the dredger starting to work again soon.

BANK OF MONTREAL, SPOKANE.

Great Canadian Institution Opens a New Agency.

Canada's "national" banking institution—the Bank of Montreal—continues to branch out into hitherto unoccupied fields. The latest agency is one which will be opened in Spokane shortly. The Spokesman-Review of that city, in its Wednesday issue, says: C. Sweeny, superintendent of British Columbia branches of the Bank of Montreal, with headquarters at Vancouver, B.C., who has been in the city for the past few days arranging to open a branch of that institution here, announced that F. J. Finucane, manager of the branch of the Bank of Montreal at Greenwood, B. C., will be transferred as the head of the bank about to be established in this city.

"Yes, you can state positively that Mr. Finucane will take the management of the bank in this city and will enter upon his duties at once or, rather, as soon as we open up here, which will be in about a week or 10 days," said Mr. Sweeny in response to such an inquiry.

"I am unable to say where we shall locate our institution, but it will in all probability be in the Fernwell building, Riverside avenue and Stevens street. We have had several other good locations in view, but after consulting with Mr. Finucane, we think that the Fernwell offers the best advantages, being centrally located, and I think will be particularly well adapted to our business. As to any other matters, I cannot at this time say anything. I expect in a day or two to give you all the information you desire."

LIVE STOCK SUFFERS.

Great Losses From Storms Reported in Kansas.

Topeka, Kas., March 5.—Reports received here by the state live stock board indicate that the weather for the past week has been more severe on cattle than for several years. Thousands of animals have perished on the Western plains because ranges are covered with deep snow.

TO BOYCOTT STATES.

Move on Foot in Central Europe Against Her.

London, March 5.—The Times correspondent at Paris discusses at great length, in a despatch published this morning, the Central European movement to boycott the United States. He believes the promoters themselves are aware of the impossibility of its consummation, but are using it as a device for the furtherance of Germany's political and economic designs.

Mr. Toplight, having come into possession of more money than he could conveniently spend, had hit upon the idea of having a bust of himself made, and was negotiating with a sculptor. "Could you make it heroic size?" he suggested. "Yes, I can make it that way if you want it," said the sculptor. "But it—er—won't look natural."—Chicago Tribune.

Common soaps destroy the clothes and render the hands liable to eczema.

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Bar

The Visit of Leung Kai Chew

Said to Be in Connection With Funds For Chinese Rebels.

Report That He Will Try to Ship Arms and Ammunition.

According to some well known Chinese of this city, the object of the coming of Leung Kai Chew—the Chinese Reformer, who arrived by the Empress of India—to this continent is not so much for the purpose of forming a mercantile company, as has been stated, as it is to accumulate funds for the rebel movement now going on in South China, and to arrange for the shipment of arms and other war munitions for the rebellion, which was to have been commenced in earnest on the night preceding the commencement of the Chinese New Year. Leung Kai Chew's secretary, Pow Chee, on the other hand, says the Reformers are not connected with the movement. As has been told, the discovery of the scheme by the European detectives of Hongkong and Canton, and the consequent arrest of many of the leaders and the seizure of the arms, uniforms, etc., prevented the outbreak.

Native papers received by local Chinese in the mails by the Empress of India, report that the leader of the movement as Hung Chun Fuk, a native of Weichow, and his agent in Canton—the seat of the movement—is Leung Mo Kwong. Local Chinese—whose names are not given for obvious reasons—point out that it is interesting to note that the head of the rebel movement in Canton has the same family name as that of Kang Yu Wei's lieutenant, who arrived with his party by the Empress of India. They also point out the fact that, like Kang Yu Wei, Leung Kai Chew is a Cantonese. Other facts are noted by the local Chinese, which may be more than mere coincidences. These things, together with the reports which are current, and the advices received in this connection from Canton, that Leung Kai Chew and Kang Yu Wei, who recently returned to Penang, in the Straits Settlements, from India, are connected with the rebel movement in the South, may have significance.

It is a well known fact that Leung Kai Chew recently wrote a pamphlet for circulation in South China—copies of which have been received here—in which he advanced the opinion that the people of Kwangsi and Kwang tung, the seat of the insurrection now prevailing, should secede from China and establish a kingdom made up of the two Kwangs. His pamphlet shows that these two provinces have the ports, the riches, the land—in fact, advances all possible arguments in support of the contention that the people should overthrow the rule of China and establish a kingdom of their own. To further this scheme—so the reports go—Leung Kai Chew has come to this continent to accumulate funds by subscription at all the numerous branches of the Chinese Empire Reform Association in Canada and the United States, whose members, as is known, are mostly composed of Cantonese, for the immigrants who come to this coast are nearly all from the two Kwangs of Southern China.

It is also stated by local Chinese, whether truly or not cannot be said, that his programme includes the arrangement for the shipment of arms from this Coast to China. It has been reported at different times that shipments of rifles and ammunition were being surreptitiously sent from this port to Hongkong for the rebels, but the authorities do not believe that such is the case, and investigation fails to show that it is. However, according to the reports received by the United States Government from its agents at the chief ports, principally San Francisco and New York, there is much activity in this work.

DUBLIN UNIVERSITY.

Solicitor General Campbell Elected There as Member of Parliament.

Dublin, March 5.—Solicitor General Campbell has been elected member of parliament for Dublin University in succession to Mr. Lecky, who has resigned.

SLAUGHTERS A FAMILY.

Columbus, Miss., March 5.—A negro entered the home of a white man at Cordova, Ala., early today, presumably for the purpose of robbery. A fight ensued in which the negro killed the master of the house and then butchered his wife and child. The names of the victims cannot be learned here. Bloodhounds have been put on the scent.

OBITUARY.

Two Funerals Will Take Place Today—George Logan Interred.

The funeral of the late Mrs. Margaret Jessie Dupont will take place this morning at 10:30 o'clock, from the residence, Stadacona, Stadacona avenue, to Christ Church cathedral, where Bishop Perrin will conduct services at 11.

The funeral of the late William Crossman will take place this afternoon from his late residence, No. 7 Alfred street, at 2:15 o'clock, to St. Barnabas church.

The funeral of the late George Logan took place yesterday afternoon from the family residence, No. 8 Avalon road, at 2:30, where service was conducted by the Rev. Dr. Campbell, and also at the grave. The members of Victoria Lodge, A. O. U. W., of which the deceased was a member, attended in a body. The following gentlemen acted as pallbearers: Messrs. J. C. Darling, E. White, R. S. Rendall, J. T. L. Meyer, J. Fullerton, T. Harman. Among the sending tokens of respect were: Victoria Lodge, No. 1, A. O. U. W., Mr. and Mrs. Thos. Booz, Mr. and Mrs. F. L. Mimmack, Mr. and Mrs. W. A. Pound, Capt. J. Christensen, Capt. and Mrs. Bendrodt, Mr. and Mrs. J. Dudgeon, Mr. and Mrs. W. Savage, Mr. and Mrs. F. A. Jackson, Mr. and Mrs. J. Braden and family, Mr. and Mrs. Alex. Smith, and his little grand-children, Marie and Georgie Pound.

A telegram was received by Alderman Barnard on Wednesday from his brother, F. S. Barnard, at present in Hamilton, announcing the death in that city of his uncle, James T. Barnard. Deceased, who was a brother of the late Hon. F. J. Barnard, and of Mrs. M. B. Sargison of this city, and had resided in Hamilton for many years. He visited this city some years ago and was a well known writer in the Ontario press on economic subjects, particularly that of the single tax.

REDISTRIBUTION.

Changes Made in the Provincial Constituencies of Manitoba.

Winnipeg, March 5.—The redistribution bill brought down today in the legislature provides for the same number of constituencies as before, but wipes out several existing seats. Woodlands, North Brandon, Lorne, Westborne and Rosenfel disappear from the map and are divided up among other constituencies. The new constituencies are Swan River, Gilbert Plains, Dufferin, Assiniboia and Gladstone. There are no changes in the Winnipeg seats. In all 27 constituencies have lost their boundaries.