EXTENSION OF TIME

Granted to Water Works Contractors, if Men are Allowed to Board in City.

The Completion of the Reservoirs to be Taken Over by the City.

A special meeting of the city council was held last evening. Mayor Beaven presided and all the aldermen were present.

The matter dealt with was the consideration of the city engineer's report, dealing with an open drain running along Cadboro Bay road. The drain is a nuisance to the travelling public and to the people living in that locality.

The matter was referred to the sanitary inspector with instructions to inquire into the cause of the nuisance and report to the council.

The communication and reports dealing with the water works contract and already published were then considered. The water commissioner's and city engineer's report was taken up clause by clause.

Ald. Macmillan moved that the completion of the reservoirs be taken over by the city on the terms stated, provided that this does not, in the opinion of the city solicitor and city barrister, prejudice the interests of the city with reference to any other part of the contract. Ald. Williams seconded the motion.

Ald. Partridge stated that he would vote against any and every resolution that would tend to take the contract out of the hands of the contractors until the whole is completed.

Aldermen Glover and Humphrey would support the motion as the contractors were agreeable that such an arrangement should be made.

Ald. Macmillan failed to see the force of Ald. Partridge's contention. He believed that the city could finish the reservoirs more satisfactorily by day labor. The motion was carried.

Ald. Macmillan moved and Ald. Williams seconded that the extension of time asked for by the contractor be granted, provided that they allow the men to board where they please, and that they permit men to begin work any time before 9 o'clock a.m. and quit any time after 4:30 o'clock p.m., and if this stipulation be not agreed to $100 per day penalty, provided for in the contract, be enforced. Ald. Macmillan pointed out that some of the aldermen evidently misunderstood the scope of the first resolution passed. Considerable work had to be done outside the building of the reservoirs. If the council were determined to see that the men employed were dealt with according to contract they should pass a resolution such as he offered.

Ald. Partridge would oppose the resolution, as he believed that the engineer should have sole charge of matters of this nature.

Alderman Marchant could not support the resolution in its present shape, as it imposed onerous and unreasonable conditions upon the contractors. The mover and the seconder should change their resolution so as to ask the contractors to take on men who wish to board in the city and got to and come from the work on the regular trains. With the consent of the mover and seconder the resolution was changed so that men could begin work at any time up to 7:45 a.m. and quit any time after 5:45 p.m.

Ald. Glover was in doubt as to whether the contract bound the contractors to work laborers only nine hours. He believed men who wished could work at Beaver lake without depending on trains to take them there. He was told men in the old country walked more than six miles and got to work at six o'clock in the morning. Alderman Glover admitted that he would not like to do this himself.

Alderman Cameron was always opposed to the contractors forcing men to board at their boarding house at the lake.

Ald. Humphrey remarked that there was too much in the resolution for him to support, and he moved an amendment to begin work at 7:30 a.m. and quit at 5:30 p.m. His amendment secured no seconder.

The original motion was then put and defeated, Aldemen Macmillan, Williams, Marchant and Tiarks voting for and Aldermen Wilson, Cameron, Partridge, Humphrey and Tiarks against.

Alderman Humphrey then moved and Ald. Cameron seconded that the extension of time be granted provided he contractors allow the men to go to work at 7:30 a.m. and stop at 5:30 p.m. This motion was carried, Alderman Partridge alone voting against it.

Alderman Humphrey moved that the question of extras asked for by the contractors, amounting to some $13,000, be referred to the city engineer and the city solicior. Ald. Williams seconded the motion.

Ald. Macmillan thought it very unsafe to deal with extras until the contract is completed. Such a course might prejudice the city's case. He moved that the matter be laid on the table. Ald. Marchant seconded the amendment. This amendment carried.

Ald. Wilson's motion that applications for the position of poundkeeper be received until Wednesday, May 27, was carried.

Ald. Humphrey's by-law, allowing persons otherwise qualified to vote whether they pay their taxes or not, was read a first and second time, and passed into committee of the whole.

Ald. Partridge moved an amendment that the scope of the by-law be confined to those who are taxed on land and improvements.

The members of the council, being in doubt as to whether the by-law conflicted with the municipal act, the committee rose and reported progress and asked leave to sit again.

The council then adjourned.

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DR. PRICE'S CREAM BAKING POWDER
MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant
40 YEARS THE STANDARD.

METHODIST CHURCH.

The List of Stations as Finally Revised by the Conference.

The following is the revised list of stations of the Methodist minsters in this province, as finally revised:

VICTORIA DISTRICT.

Victoria Metropolitan—S. Cleaver, B. A. One to be sent.
Victoria Centennial—J. F. Betts, C. Bryant, Supt.
Victoria West—J. P. Hicks.
East Coast Mission—C. M. Tate and J. C. Spera.
Victoria Chinese Mission—Chang Sing Kai.
Saanich—J. P. Bowell.
Duncan's—W. Misener.
Maple Bay and Salt Spring Island—J. W. Winslow.
Nanaimo Central—T. W. Hall.
Nanaimo, Haliburton Street—J. D. P. Knox.
Nanaimo Indian Mission.—Lay Agent.
Nanaimo Chinese Mission—Tom Chue Tong.
Wellington—C. H. M. Sutherland.
Union—W. Hicks.
Cape Mudge and Lumber Camps—Supplied (R. J. W.)
Nitinat—W. J. Stone; Samuel Wilkinson and R. J. Irwin to attend college.

VANCOUVER DISTRICT.

Vancouver, Homer Street—Dr. C. S. Eby.
Vancouver, Princess Street—W. W. Baer.
Vancouver, Mt. Pleasant.— R. R. Maitland.
Chinese Mission—J. E. Gardner.
Howe Sound—To be supplied.
Hammond—A. K. Sharp.
Mision City—A. N. Miller.
Agassiz—To be supplied.
Japanese Mission—To be supplied.
James Hicks left without station at his own request.

WESTMINSTER DISTRICT.

Westminster Central—C. Watson, T. D. Pearson, Supt; R. Whittington, M. A., B.S.C., principal Columbia College; R. J. Irwin and H. E. Bailey left without stations at their own request.
Westminster, Sapperton—To be supplied.
Westminster, West End.—R. Wilkinsin.
Westminster, Chinese Mission—Lin Yik Pang.
Chilliwack—J. H. White.
Sumas—To be supplied.
Ladner—E. Robson.
Cloverdale—One to be sent.
Langley—E. Manuel.
Cheam—One to be sent.
Indian Tribes (Sardis)—One to be sent (H. W. B.)
Coqualeetza Institute—Joseph Hall.
W. E. Woods to B. C. College.

KAMLOOPS DISTRICT.

Kamloops—John Robson, B. A.
Thompson River—One to be sent.
Nicola Valley—E. E. Hardwick.
Clinton—James Turner.
Salmon Arm—James Calvert.
Revelstoke and Donald—J. A. Wood and one to be sent.
Enderby—W. L. Hall; J. E. Roseman, Supt.
Vernon—S. J. Thompson.
Okanagan—One to be sent. (G. E. S.)
Similkameen—J. U. Robbins.
Nelson—G. H. Morden.
Kaslo, C. A. Procunier, Ph. B., M.A..
Slocan—One to be sent.
Cariboo—One to be sent.
Rossland—C. Ladner; D. D. Birks left without station at his own request.
Kettle Run—One wanted.

SIMPSON DISTRICT.

Port Simpson—T. Crosby.
Naas—S. S. Osterhout.
Bella Bella—R. B. Beavis.
Port Essington—D. Jennings.
Queen Charlotte Islands—B. C. Freeman.
Upper Skeena—T. Neville.
Kit-ze-gucla—(T. Neville.)
Ku-a-maat—C. H. Raley.
Bella Coola—W. H. Pierce.
Glad Tidings Mission—Under chairman.
Japanese Mission—To be supplied.

DIGGING FOR THE DEAD.

Workmen Searching for Victims of the Collapsed Buffalo Building.

Buffalo, N. Y., May 22.—Under a chilly sky, this morning, diggers worked in the debris of the collapsed building, expecting almost at any moment to uncover some ghastly corpse. The work was continued without abatement, and friends of the missing still trembled with apprehension. The body of the missing contractor, Wm. R. Straube, was unearthed and removed to the morgue. His remains were so smashed as to be unrecognizable. The body of a man recovered after midnight last night, and not then identified, has been recognized as one of the Polish workmen employed by Straube, whose name appeared upon the time book.

How to Treat a Wife.

(From Pacific Health Journal.)

First, get a wife; second, be patient. You may have great trials and perplexities in your business, but do not, therefore, carry to your home a cloudy and contracted brow. Your wife may have trials which, though of less magnitude, may be hard for her to bear. A kind word, a tender look, will do wonders in chasing from her brow all clouds of gloom.—To this we would add always keep a bottle of Chamberlain's Cough Remedy in the house. It is the best and is sure to be needed sooner or later. Your wife will then know that you really care for her and wish to protect her health. For sale by all druggists. Langley & Co., wholesale agents, Victoria and Vancouver.

Madrid, May 22.—Another bomb was exploded yesterday evening at the new palace.

UTOPIA IS STRANDED

Steamer Danube From the North Reports the Utopia Ashore at Cook's Inlet.

Skeena River Fishermen Dissatisfied With Prices Paid, Go on Strike.

The C.P.N. Co.'s steamer Danube, Capt. Meyers, arrived from northern ports at 6 o'clock this morning. She had on board a large number of passengers, including Rev. Dr. Carman, superintendent of the Methodist church in Canada, Rev. Mr. Woodsworth, superintendent of missions, and all the Methodist ministers whose stations are located in northern British Columbia. They wished to attend the Methodist conference at New Westminster, but as the Danube was unavoidably detained at Sitka, where she discharged 300 tons of coal for the British patrol fleet, they were unable to get down in time. While the Danube was at Sitka, the northern mail steamer Bertha arrived there from Cook's Inlet and confirmed the report that considerable destitution existed among the great number of people waiting there for the opening of spring. Notwithstanding this the Bertha left again for Cook's Inlet with over 150 people on board. The Bertha also reported that the steamer Utopia, which left the Sound some time ago for Cook's Inlet, ran ashore at high tide after discharging her passengers. As the tide in the inlet rises to an unusual height, the steamer was high and dry when the tide receded. The opinion of those who came down on the Bertha is that she will remain on shore for some time. Capt. Meyers reports the season all along the coast very backward, the snow melting but slowly until last week, when the weather turned warmer. When the Danube left the Skeena spring fishing had commenced, but the fish were not plentiful, and catches were small In consequence of this some of the fishermen inaugurated a strike. They asked 50 cents per fish, as against 25 cents paid last year. There are plenty of men there, however, waiting for something to do, and the efforts of the strikers are not likely to prove successful, nor embarass the cannery owners to any great extent. The Hudson's Bay company's steamer Caledonia had returned from a successful trip to the Forks of the Skeena, and was fitting out at Fort Simpson, preparatory to her leaving on a trip up the Stickeen river. H.M.S. Pheasant arrived at Sitka on the 14th inst. The Alki, bound north, was passed in Tongas Narrows in the afternoon of the 17th inst. The Danube leaves again for the north to-morrow evening.

San Francisco, May 22.—The American ship Tacoma has arrived at Liverpool, making the voyage from San Francisco in the quick time of 123 days. While the voyage was a short one it was a turbulent one, and as a result of discipline the second mate is now in a hospital dying and a sailor is in prisoner awaiting trial for assault to murder. A letter received here to-day recites the fact that the second mate behaved to the crew in a brutal manner all during the voyage. On April 2 he assaulted a seaman with a boat gaff, striking him to the deck. The sailor struggled to his feet, and when the mate attempted to strike him again he ran a sheath knife into his leg. The knife was driven into the hilt and turned about again and again, leaving a big hole in the mate's leg.

The bark Desdemona will be twed to Vancouver by the tug Lorne to-morrow. She is chartered to load lumber at the Hasting's saw mill for South America.

The tugs Constance and Daisy left for Chemainus to-day with the bark Addenda in tow.

CELEBRATION PROGRAMME.

Events That Will Take Place During the Holidays.

The Queen's birthday celebration practically commences to-morrow, and will not end until the evening of May 26th. The sports, commencing with the school children's sports at Beacon Hill, at 10 o'clock to-morrow morning. In the afternoon there are the yacht races off Beacon Hill, starting at 2:30, the bicycle races at the Oak Bay track at 1:30 and the Portland-Victoria baseball game at Caledonia Park at 3 o'clock.

Monday morning at 10 o'clock Victoria and Vancouver will cross sticks in the first lacrosse match of the season, the game taking place at the Caledonia grounds. At the same place in the afternoon the Victoria and Seattle ball teams will play the first of their series. The regatta at the Gorge commences at 1 p.m.. The rifle matches at Clover Point take place at 9 a.m. In the evening the Degree of Honor will give a ball at A.O.U.W. Hall, and the Trans-Oceanic Company will hold the boards at the Victoria theatre.

Tuesday morning at 10 a.m. Victoria and Seattle start the day with a ball game at Caledonia Park; there will be trap shooting at the Hill at 2:30 and a the same hour the grand review and sham battle commences at Macaulay Point.

Mayor Beaven requests that the citizens illuminate their residences and places of business as much as possible during the celebration.

There will be two bands at the Gorge on Monday; one at Curtis Point and one at the Gorge.

Steamers will run to Macaulay Point for the sham battle on Tuesday.

ALL THE SAME TO HIM.

Guest (to waiter)—I can't eat this soup.

Waiter takes it away and brings another kind of soup.

Guest—I can't eat this soup.

Waiter angrily but silently for the third time brings another kind.

Guest (again)—I can't eat this soup.

Waiter, furious, calls the hotel proprietor.

Proprietor (to guest)—Why can't you eat this soup, sir?

Guest (quietly)—Because I have no spoon.

PEACE RIVER GOLD.

Captain Black Well Pleased With the Placer Prospects.

Among those returning from the north by the steamer Danube was Captain C. N. Black, who has been, since March 1, prospecting the upper waters of the Peace river in the interests of the Omineca Development & Prospecting Company, organized some time ago by Mr. J. F. Bethune of this city. The directors of the company are: J. C. Anderson, who represents American capitalists, Dr. Milne, G. B. Hall, C. T. Harris and J. T. Bethune. Capt. Black has not yet reported to the company, but from the conversation with him it is learned that he is well pleased with his trip. In his opinion the Omineca country is no place for a poor man, but from appearances the placer claims are very rich and will pay handsomely if hydraulic plants are used. Capt. Black brought down some fine specimens of coarse gold—much coarser than that found on the Fraser river. The captain also brought down some quartz which he thinks contains gold, but the richness of which will not be known until assayed. The benches on the upper Peace are suitable for hydraulicing. They contain but few large bolders, and will therefore be easily worked. The water supply, while limited, is of sufficient volume and force for two or three hydraulic plants.

Capt. Black, who was accompanied by his son, Mr. Anderson and two Indians, went in by the Naas and used snowshoes all the way. They expected to get provisions at the Hudson's Bay Co.'s store at Hazleton, but when they arrived there they found that they were out of supplies and all they could get was 10 pounds of beans and a little tea. The prospectors had to subsist on this and game until they reached the Finlay river, where they met some miners who had more flour than they needed and sold them some. On the way out they snowshoed back as far as Hazleton and from there came down in a canoe to Port Essington, where they caught the Danube. Capt. Black met several parties of miners going into the Omineca country, among them being Mr. Blackett of Victoria.

ORIGIN OF ICEBERGS.

In a paper read before the Royal Society of New South Wales, Mr. H. C. Russell dealt with the origin and release of icebergs. As is known, the number of icebergs met with between the Cape of Good Hope and Australia differs greatly, being much more numerous in some years than in others. There has, for example, within the past few years been a very large accession of enormous icebergs, and it has been suggested as an explanation of this that unusually heavy falls of snow may account for it by accelerating the motion of the ice.

Mr. Russell, however, assures us that the circumstances forbid the acceptance of this view, because the motion of the glacier depends mainly on the declivity down which it is descending, and that does not alter. The piling up of snow could not in one year cause such a marked increase in the rate of flow as would be necessary to account for the enormous increase in the number of icebergs which appear from time to time. It is obvious that there must be a force sufficient to break off the icebergs which are slowly forming on the shore and to do it at irregular periods separated by many years, and in Mr. Russell's opinion the true cause is found in the volcanoes of the Antarctic continent.

When these burst forth in eruption, and by that act shade the foreshores, the icebergs are broken off from the glaciers. This view is to some extent confirmed by the report of the United States hydrographic office on the floating ice seen during 1892 and 1893 in the south Atlantic east of Cape Horn. In that report it is stated that the icebergs were of such size that they could not have been formed on small, low-lying islands, but only on a large continent, where glaciers of great height could form.—Pittsburg Dispatch.

STARS AND DISTANCES.

In all the heavens, with the exception of passing meteors or meteorites, not one body occupies a position closer than the moon, which is some 240,000 miles away. Very far, of course, side by side with earthly distances, but a mere fraction side by side with other astronomical distances. Next to the moon, our nearest occasional neighbor is Venus, and then Mars. Both Venus and Mars, however, are often further away from us than the sun, which remains always at somewhere about the same distance, roughly at from 90,000,000 to 93,000,000 miles.

This dividing space between sun and earth is of great importance in thinking about the stars, and it should be clearly impressed upon the mind. Next to the sun in point of nearness come the more distant planets—Jupiter, which is about five times as far from the sun as our earth is; Saturn, nearly twice as far as Jupiter; Uranus, nearly twice as far as Saturn; and Neptune, nearly three times as far as Saturn. All these planets belong to our sun, all are members of his family, all are part of the solar system. The size of the solar system as a whole, consisting thus of the sun and his planets, including our earth, may be fairly well grasped by anyone taking the trouble to master two simple facts. They are these: That our earth is roughly about 92,000,000 miles away from the sun, and that Neptune, the outermost planet of the solar system, is nearly thirty times as far distant from the sun as our earth is.—Chambers' Journal.

HE WANTS OTHERS TO KNOW.

Dear Editor:

Please state in your valuable journal, that if any sufferer from Nervous Debility, Seminal Weakness, Lack of Energy and Ambition, Lost Manhood, Night Losses, etc., will write me in confidence. I will inform him by sealed letter, free of charge how to obtain a perfect cure. I ask for no money, having nothing to sell. I know how to sympathize with these sufferers and am only too glad to be able to assist them. I promise everyone absolute secrecy and as I do not, of course, wish to expose myself either, I do not give my name. If you desire to get well, send stamp and address simply: P. O. Box 388, London, Ont.

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Highest of all in Leavening Power.—Latest U. S. Gov't Report
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ABSOLUTELY PURE

A FEW FACTS FOR THE ELECTORS.

Who is responsible for the Onderdonk scandal, in which Sir Charles Tupper figured, and which cost the people of Canada $1,118,000? The Conservative government.

Who is responsible for the McGreevy-Connolly scandal, which resulted in the boodling of $700,000? The Conservative government.

Who is responsible for the "hardpan" claims scandal, with its steal of $272,000 out of the public treasury? The Conservative government.

Who is guilty of the Curran bridge scandal, with its steal of $270,000 of public money? The Conservative government.

Who is guilty of the squandering of $476,000 of the public funds on the Tay canal, constructed for the benefit of Hon. John Haggart's mill? The Conservative government.

Who is guilty of the waste of $600,000 belonging to the people on the Galops Rapids channel, which shipping men will not use because of the danger it presents? The Conservative government.

Who is guilty of the Fredericton, N. B., bridge scandal, where $400,000 of public money was advanced to a private firm through the influence of Hon. Geo. Foster, and on which no interest has been paid for years? The Conservative government.

BRITAIN'S PROGRESS.

The Development Marked During the Queen's Long Reign.

By next autumn, if all goes well, Her Majesty will have reigned longer than any previous British monarch. The year which is to be thus honored is therefore opened in the Edinburgh Review with an article on the reign of the Queen. It is a brilliant retrospect, fitted to awaken a deep imperial patriotism, and to confirm our faith in progress.

Population and area have immensely extended. "There are seventy-five people living in these islands now for every fifty who were alive when the Queen came to the throne." We have added 275,000 square miles—a territory larger than Austria—in India; 80,000 square miles—a space as vast as Great Britain—in the rest of Asia; 200,000 square miles—a region as large as Germany—in South Africa; and in East Africa, 1,000,000—or about half the extent of European Russia. Our possessions in North America and in Australasia cover one-ninth of the earth's dry land. Canada has been politically re-organized, and translated from rebellion to distinguished loyalty. Constitutional self-government has been given to Australasia, which may count on an expansion in the next century similar to that of the United States in this. The British Empire "now embraces an area of 8,500,000 square miles, or, if the subordinate Indian States and possessions of the African companies be included, of 10,000,000 square miles. It contains a population of some 350,000,000 people. Nearly one person out of every four on the earth owes allegiance, directly, indirectly, to the Queen. . . . Its area is larger than that of Russia. . . . It is very doubtful whether China, populous as she is, supports so many people as the British Empire."

"When the Queen was born it was literally true that man could not travel faster than the Pharaohs." The first of the great trunk lines—that between London and Birmingham—was not opened until 1838. A third-class railway ride in 1844 from London to Exeter took sixteen hours and a half. In 1842 there were only 18,000,000 passengers. Now there are 900,000,000, eight out of nine of whom are third-class. The mileage of railways is now 20,000; and their capital has sprung from £55,000,000 to £1,000,000,000. At the Queen's accession steam navigation of the Red Sea and of the Atlantic was "proved" to be impossible. In 1838 the Sirius and the Great Western crossed the Atlantic. The Sirius, of 700 tons and 320 horse-power, took eighteen days from Cork to New York. The Campania, of 12,000 tons and 30,000 horse-power, does it now in a little over five.

Our commercial navy totalled in 1840 23,000 vessels, almost all of wood, and 2,800,000 tons, including 770 steam vessels, of 87,000 tons; but in 1894 numbers 21,000 vessels, mostly all of iron and steel, and nearly 9,000,000 tons, of which 6,000,000 go by steam. Electric telegraphy was not when the Queen came to the throne. The first year of her reign was the first of the electric telegraph. The channel cable was only laid in 1851, the Atlantic cable in 1866. Since 1870, when the telegraphs were taken over by the state, the number of inland messages has risen from 10,000,000 to more than 70,000,000 a year. Then it was one wire, one message, at 80 words a minute. Now six messages can travel by one wire at a speed of 600 words a minute. And the telephone has come in to relieve the telegraph. Postage in 1837 cost four pence a letter from London to Windsor, to Edinburgh thirteen pence.

Exports and imports combined amounted in 1837 to about £140,000,000; in 1834 to more than £680,000,000. Then 1,200 articles were subject to customs duty; now less than one dozen.

But "are the people better off than they were in 1837?" In 1842 every penny of income tax raised, exclusive of Ireland, £700,000; now it brings in (inclusive of Ireland) two and a quarter millions sterling. Probate duty was paid on £50,000,000 in 1838; in 1894, on £164,000,000. While the population has increased by fifty per cent., the wealth of the country has trebled. Agriculture has not advanced like other industries; but land in Great Britian assessed under Schedule B stood at £46,000,000 a year in 1842, and in 1894 was not less, but slightly more.

Paupers in England and Wales numbered in 1839, 1,137,000, and in 1842 1,429,000, but now only 800,000.

The poor lived in cellars, and had none of the modern means of access to the country. The few parks were closed to them. No wonder that, in 1837, committals in England and Wales numbered 23,600; in 1893 there were 12,300.

The convict population in 1833 was 50,000; by 1893 it had fallen to 4,345 prisoners and perhaps 2,000 ticket-of-leave men. In 1837 there were no effective police force anywhere in Great Britain save in London.

Then the lower orders were seething with discontent, breaking out in riots and Chartism. But now "universal content had succeeded universal agitation." Wages are higher. The necessaries, and luxuries of the poor are cheaper. Legislation has regulated conditions of labor and has compelled sanitation; and the free library is coming to be almost universal.

The first annual grant made by the state for education dates from 1839. Then the grant was £30,000; now it is £9,000,000. "In 1850 one child out of every 89 people was at school, but one person out of every 20 was a pauper, and one out of every 700 was a criminal. In 1890 one child out of every eight was at school; but one person out of every 36 was a pauper, and only one person out of every 2,400 was committed for trial."

Social difficulties are grave, but decreasing. When the Queen came to the throne, economic opinion recognized but one god—self-interest, and Adam Smith as his prophet. Now the prevaling tendency has registered itself in the word "altruism." It may be objected that life is being reduced to a dead level of mediocrity. In architecture we have produced the Houses of Parliament, the Thames Embankment, and most of the bridges over the Thames. In literature, Macaulay, Hallam, Grote and Froude redeem history, as Thackeray, Charlotte Bronte, George Eliot and Dickens redeem fiction, and Wordsworth and Tennyson poetry, from the charge of mediocrity.

"An age which has done more to dominate nature, and to explain nature, than all the preceding centuries, cannot rightly be charged with inferior intellect." The right of inquiry has been vindicated. The the progress of free thought "has not been followed by any decline in religious fervour." "More money has been raised for church building, church extension, church endowment, and missionary effort, both at home and abroad, than at any previous period of our history."

The reviewer concludes, Pearson and Nordau notwithstanding, that the last sixty years reveal progress, not decline.

SIR EDWIN CANED BY A PUPIL.

Sir Edwin Arnold, in the volume of autobiography which he has just published, tells the unique story of how as master of the Birmingham Grammar school, he was caned by one of the boys.

The class was engaged on Cicero. Some disorder occurred near the master's chair, and, seizing the cane, he "gave a nasty cut upon the too-tempting back of one youth who seemed to be the offender." "If you please, sir," said the boy, squirming, "I did nothing. It was Scudamore that kicked me in the stomach, underneath the desk." The statement was true. Having called the class up, Arnold said to the doubly-wronged boy, who was still rubbing the place, "It is I who am most to blame for having dealt you an undeserved blow. Take that cane and give it back to me as hard as you got it." "No, sir," the lad answered, "I can't do that." The whole great schoolroom was now listening, masters and all. Arnold insisted. "Jones, you must obey me, and if you disobey, I am sorry to say that I shall make you write out that page of Cicero three times, staying into do it."

Whether it was desperation at the dreadful alternative or the sparkling eyes of his class fellows, evidently longing to have the good luck themselves, of 'licking' a master, that suddenly inspired Jones, I know not. What I do know is that he reached forth his hand, took the cane and dealt me no sharp stroke, but the severest and most telling cut over my shoulders. I had no idea that the ridiculous instrument could sting as it did, like a scorpion. 'Rubbing the place' in my own turn, I managed to thank Jones for his obliging compliance, and then said to him: 'Break that detestible weapon across your knee and throw it out of the window. Never again will we have anything to do with such methods.'"

DIED.

ADAMS—At Vancouver, on the 20th, instant, Francis Caroline, relict of the late David William Adams. Due notice of funeral later.

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Address, QUEEN MEDICINE CO., Box 947 MONTREAL.

Notice.

Tenders will be received at the office of the undersigned until Monday, the 1st day of June next, at 4 p.m., for the purchase of the following apparatus for fire protection purposes, belonging to the corporation of the City of Victoria:

1. STEAM FIRE ENGINE.
2. HAND ENGINES.
3. HOSE CARRIAGE, ETC.

The highest or any tender not necessarily accepted.

By order,
WELLINGTON J. DOWLER,
C. M. C.

Victoria, B. C., May 12th, 1896.