Weekly Colonist

FRIDAY, APRIL 6TH, 1888.

THE KOOTENAY BILL AND MR. BAILLIE-GROHMAN.

To THE EDITOR:—When, in 1882, Ainsworth & Co. came into this province with a scheme for lines of railway and steamboats in Kootenay district, in return for a grant of land lying on either side of the line of railway and of the river proposed to be traversed by steamboats, I was one of many who favored the scheme. I was assured by the promoters that the company meant *development* from the word "go;" that so soon as they had obtained a charter they would proceed to build and equip the railway (it was represented the line had been surveyed already) and to construct the steamboats; that on the completion of the respective lines they would open and work the Kootenay silver mines (it was represented that they had been prospected already) on a gigantic scale. The friends of the measure grew jubilant at the bright-hued picture of provincial prosperity that was deftly drawn as the outcome. Fierce opposition was offered, (amongst others by Mr. Baillie-Grohman); but the bill passed and the Kootenay Co. was launched. Six years have passed since the eventful session in which the bill became law and the whole province is aware that scarcely one of the sheave of promises made by the company has been kept. In but one instance have the company maintained faith *with* the country; and that they were forced to keep through the wise providence of the house in insisting that before the charter was placed in their hands the sum of $25,000 should be deposited to the credit of the government. Mr. Grohman, in a letter to you yesterday, claims that the company has expended $100,000 in addition to the $25,000 forfeited, for which the province gave "nothing, absolutely nothing, in return." Allow me to correct your correspondent. The province gave Ainsworth & Co. all they asked for—absolute control and possession of 750,000 acres of land in Kootenay district; and if, in the result, the land proved to be of as little value as Mr. Grohman says, whose fault was it? The government neither made nor guaranteed the land, nor did they set a trap for the company to fall into. Ainsworth & Co. professed to know all about the country and were perfectly satisfied that their franchise would afford an ample return for the outlay they pledged themselves to make. If they over-estimated the importance and value of the grant, they have only themselves to blame, and although I feel sure that every one will sympathize with them in their losses, yet what is their sacrifice compared with the bright prospects indulged in by the people at large that were dashed to the ground by the failure of the company? When a company get all they ask, how can it be said they receive nothing, absolutely nothing? I do not dispute the correctness of Mr. Grohman's figures relative to the expenditure of the company; but there are those who do say that he has been allowed to peep at them through a powerful magnifying glass; nor shall I attempt to account for that gentleman's sudden change of front towards Ainsworth & Co. I believe that Mr. G. was of opinion five years ago that Ainsworth & Co. were being too highly paid for the service they undertook to perform. But the land they were then granted lay in alternate sections. It was not picked. Good land was to be taken with bad. Now they ask for 300,000 acres—*picked acres* of timber land selected here and there throughout the district—*and Mr. Grohman writes you in effect that the company's request is most reasonable!* This is part and parcel of Col. Baker's argument, that because the company had not disposed of all their Eagle Pass wagon road scrip it possesses little or no value, the gallant gentleman forgetting that the company are applying for 300,000 acres more of the same valueless scrip. I do not think your correspondent's statement that the Crow's Nest Railway project will not be carried out unless Ainsworth & Co. receive their grant, is in consonance with facts; for I have the authority of a gentleman who is interested in the former scheme for saying that his company propose to supply the Northern Pacific Railway with coal by means of their railway.

I can see no analogy in the grant to the Island Railway Company and that asked by the Kootenay Company. The Island railway has always been regarded as a *political* road, although, as events now begin to shape, it is destined to become a most important enterprise in the development of the wealth of the Island and the sale of our products to consumers south of the line. As far back as 1872 the Island lands were reserved for railway purposes at the request of the Dominion government. In 1875 a railway was promised under the Carnarvon treaty; and finally, ten years after the lands were first reserved, the contract was awarded, the Dominion government, recognizing its treaty obligations to the province by a liberal cash subsidy. The road proposed to be constructed by Ainsworth & Co. is a purely *speculative* one, as I will presently prove by Mr. Grohman's letter to you. One would suppose that before Ainsworth & Co. venture to expend a large sum of money in an enterprise of the success of which they entertain serious doubts, they would first ascertain the value of the property they propose to develop; lest when disaster shall have overtaken them they will turn around and taunt the province with having given them "nothing, absolutely nothing," for an expenditure of $125,000.

Mr. Grohman tells you that the once famous Big Ledge on Kootenay lake, which after costing $50,000 one way and another in developing turned out after all to be a "worthless blow-out and no true ledge at all." And yet we find Ainsworth & Co., clear-headed men of business, again before the legislature with a bill to enable them to commit the same blunder in 1888 that they committed in 1882, viz., binding themselves to build a railway and steamboats for the development of a mining property which may turn out to be a "worthless blow out and no true ledge at all." Here are Mr. Grohman's own words:

"They are willing to build a most expensive railway and put steamers on the Kootenay and Columbia rivers, which for the entire length of the line (283 miles) will run through what is known as a perfectly uninhabited country, not a single settlers' house being there at present, and this they propose to do on *the chance and only on the chance of the Kootenay Lake mines turning out good.* If they do not turn out fairly well the $600,000 or $700,000 it will cost them to build the line and equip the steamers will be as irredeemably lost as the large sums they have already sunk in the enterprise."

Now, I ask the members of the legislature if the position I have taken all along is not sustained by a reliable "witness for the other side"—say the defendant. I have objected to the placing in the hands of Ainsworth & Co. any number of acres of picked timber land in Kootenay district for speculative purposes; I have objected to their being allowed a charter for sale in London (where their first charter was offered) unless a large money deposit, as security for the faithful completion of the work, has been previously placed in the hands of the government. I have never questioned the financial ability of the Ainsworths; but I do question the *bona fide* nature of the negotiations they have now under weigh. I draw my conclusions from what has gone before, in the failure of the same firm to complete the Eagle Pass wagonroad in accordance with the statute; upon their failure to carry out their pledged faith with the government in the matter of the first Kootenay Railway and Navigation Company's bill, and upon Mr. Grohman's own admission that there is "a chance and only a chance of the Kootenay mines turning out good."

WATCHFUL.

MR. ROBSON'S RECOMMENDATORY REPORT.

TO THE EDITOR:—Mr. Robson seeks to alarm the Dominion government with the serious consequences which might arise from the Metlakahtlans fishing oolachans (as they have hitherto done) in the Naas river. It is true that the Metlakahtlans are domiciled on American territory, but it is not true that, consequently, they are American citizens—they are not naturalized, nor have they taken the oath of allegiance. They are as much British subjects now as they were five years ago, and could claim protection as such. How many thousands of English are domiciled in the United States, who have not by reason of that act, forfeited their rights as British subjects? Mr. Robson is "making a mountain out of a mole-hill."

The line has never been drawn rigidly by the United States or Canada with respect to Indians crossing the boundary for the purpose of hunting and fishing, and why should Mr. Robson in an overzealous fit, seek to widen the breach which wiser heads are trying to cement.

The report alludes to the probability of the Metlakahtlans returning and with the Alaska Indians "flocking" to the Naas fishery, and that our Indians (the Naas) "have become alarmed at the prospect of such an invasion."

This is all utter trash. Why alarmed this year more than in previous years? Why should more Indians flock in this year than usual? The fact of the Metlakahtlans having changed their residence does not make them more numerous or more voracious than they were formerly. If some Metlakahtlans and some Alaskans visit the Naas this year it will not be more or less of an invasion, nor will it be more dreadful or destructive than it has been in other years.

The portion of the report having reference to smuggling which might take place between New Metlakahtla and the province, conveys the impression that "spirits of the vilest kind" would be sold to Indians trading at that place, and brought from there into the province. If a stranger to Mr. Duncan sought to convey such an impression, he might plead ignorance in justification, but if that is the impression Mr. Robson seeks to convey, he does so wilfully, and wickedly, against knowledge, and his own conscience. No one knows better than he does, what Mr. Duncan has done to crush illicit traffic in whiskey, and to keep that poison from the Indians of British Columbia. If Mr. Robson had recommended the guarding of the coast from Comox to the west coast of Vancouver—to keep out spirits, his report would be entitled to more consideration. As it stands it looks rather sour grapefied. It is very likely some of the British Columbia Indians may from time to time buy goods at the new settlement and bring them into the province, but which is the best way to prevent this? Would the revenue from a few insignificant seizures pay the expense of a revenue cutter? That is a question for the consideration of the Dominion government, on which the collectors of customs at the different ports are fully competent to place it in possession of the most valuable information.

JOHN BULL.

INDIAN INDUSTRIAL SCHOOLS.

To THE EDITOR:—It appears to be the intention of the Canadian government to establish at present three or four "industrial" schools in British Columbia. These establishments ought to be exclusively under government control. The teachers government officers. Sectarian prosobytisers should be rigidly excluded.

There are about four thousand aborigines living upon the west coast of Vancouver Island. These Indians are hale, robust, active and intelligent fellows. Although not yet well trained, they have improved of late years considerably, and have been, and are, employed by white men in carrying on the seal hunting and other fisheries. They are bold and brave upon the stormy ocean; expert at the management of canoes and boats, in which they may be said to be brought up and educated.

Indians are producers, and therefore of great benefit and value to the country. Were they educated industrially they would become still more so, for they have plenty muscular power which would be more and more made use of. Our Indian population has been, and is still, grossly undervalued. They are very great factors in the commerce and industries of the country, and might be made greater still with much advantage to themselves and the state.

It is to be regretted that in days gone bye the government either of Canada or the province did not undertake the education of the aborigines, and not devote their attention almost exclusively to the teaching of their conquerors. It should not have been left to the lob-sided instruction of religious and sectarian bodies, who had seemingly only one object in view, viz: to make them fit subjects for heaven and not at the same time profitable, industrious and fit subjects of the state. More enlarged and progressive views maintain now, and such being the case, it is to be hoped that *the Canadian Goverement will establish one of the new schools at some point on the west coast of Vancouver Island.* Our members at Ottawa ought to look to this for undoubtedly here is a good field for trying the new system. The aborigines occupy a dozen separate villages, but there are two much larger than the others, viz: one near Woody Point and the other about Nootka Sound. Probably Nootka Sound would be a very suitable place for the school, as there will be found an excellent harbor, and what is rare on this coast, some acres of land fit for cultivation. Of course all materials abound for boat building whether large or small, and many fishing industries capable of greater development. These Indians have been too long neglected—but it is never too late to mend. Let a government school be erected among them, and if the teachers be earnest and politic in their work, Indians and their belongings will be attracted to it, and in process of time become a large settlement—but it must be exclusively under government supervision. The province has had experience enough to prove the danger of allowing Indians to be massed together for the advantage of private individuals—or rather the employees who have betrayed their trust, not only to their employers but also to the country. With regard to other Indians—our fellow subjects—how is it that their children do not attend our public schools? There is a screw loose somewhere. All are, I believe, entitled to be educated under the provincial law, and yet the funds and teachers are only devoted to white children. Surely by education the Indians ought be made as profitable to the state as whites, and possibly more permanently so. This letter is already too long, so in conclusion let it be hoped that the government and the people will soon awaken to the fact that the Indians are, and may be made of more profit and advantage to the state.

J. S. HELMCKEN.

From THE DAILY COLONIST, April 4.

LOCAL AND PROVINCIAL.

Tourist Travel.

A. V. D. Honeyman, manager of the "Unionist-Gazette Tourist Tours," writes to the Driard from New Jersey, stating that he will be along on the 31st May with a party of about fifty people.

The Death Rate.

Mortuary statistics for February show the number of deaths in this city during that month to have been a total of 19, classified as follows: Measles 1, typhoid fever 1, constitutional diseases 5, local 10, developeriental 2. Of the total number 12 were males and 7 females.

The Campobello Concerts.

Signor Campobello with his concert company will arrive in Victoria in the course of the next ten or twelve days, and give two concerts. They will be the finest musical treats that have been presented to our citizens for some time, and the company should be given warm support.

Obituary.

Christopher Loat, book-keeper of the Wellington collieries for the past twelve years, died at his home in Wellington on Tuesday night last, in the 53rd year of his age. The deceased was one of the pioneers of the country, having arrived in Victoria in 1862, and was formerly book-keeper for Anderson & Co., Wharf street. The deceased had many friends in Victoria and was valued and highly respected by his late employers.

Haverly's Minstrels.

Haverly's minstrels gave a fine performance last night to a fair audience at The Victoria. They are, by all odds, the finest organization of the kind that has of late years visited Victoria and deserve the patronage of the public wherever they appear. They ought to play to fine houses along the Sound, whither they went this morning. They would have succeeded much better here had they advertised more liberally.

Funeral.

The funeral of the late Joseph Rueff took place yesterday morning from Pioneer Hall, the members of that Society and the German Liederkranz escorting the remains to the grave. Rev. Fathers Mandart and Van Nevel officiated at the church and at the cemetery, and before consigning the body to the grave the Liederkranz sang a solemn funeral dirge. The pallbearers were F. Sehl, H. Behnsen, M. Bantley, J. Loewen, J. Sehl and P. Wolf.

Reorganizing the Service.

The Seattle *Times* publishes an interview with a nameless O. R. & N. Co. official, in which the latter states that an exceptionally elegant and fast steaming boat is being built for the purpose of running between Seattle and Victoria, the O. R. & N. Co. transferring their headquarters for Sound business to the former city. The *Times'* informant has already fixed routes for the Alaskan and Olympian. The former is to run between Seattle and Vancouver and the latter between Seattle and Tacoma. There is such a "booming" of Seattle and a belittling of Tacoma in the whole interview that the great changes predicted must be taken with the customary grain of salt.

The Yukon Mines.

In conversation with a number of Yukon miners we learned that nearly all of them held the opinion that the wash gold found on Forty Mile creek had its origin in the mountain range between the headwaters of Forty Mile and the Tananah on the northeast, and Copper river on the southwest. They believed that if the prospectors going up the coast would ascend to the headwaters of the latter stream, they would find as good, if not better, diggings than those on Forty Mile. The Rocky Mountain range cuts through the Coast range above Copper river, and it was near that point they should look for the fountain head, as it is a well established fact that the richest mines in America are found in the main Rocky Mountain range.—*Alaska Free Press.*

A Peculiar Case.

On Monday evening as Mr. B. Gordon, of Angus & Gordon, was settling up his business for the night, he several times noticed what he thought to be a flare, but paid no attention to it. At last the flame broke out, and rushing over to the scene, he stood mystified. A common vulcanized rubber ring, which had been brought up from the cellar during the day, had been placed upon an empty cracker box which stood bottom up on top of several others. The ring stood alone, nothing else was near it, and had evidently been blazing for some time. It must have been a case of spontaneous combustion. Mr. Gordon smothered the flame with a sack. "A mysterious fire" would probably have been the heading in the morning paper had Mr. Gordon left his establishment at an earlier hour than usual.

United States Customs Officials Dismissed.

The secretary of the U.S. treasury has ordered a reduction of the customs force of Port Townsend district by dispensing with the services of Inspectors T. P. Luther, J. S. Jones, E. P. Boyd, and Joseph Day. The order implies no reflection upon any of these officers, but is simply a movement to reduce expenses rendered necessary by the depleted state of the appropriation for defraying the expenses of collecting the revenue. The dismissal of these men leaves the service rather short-handed, especially in the case of the arrival of ships with foreign merchandise, as such vessels can only be discharged under the supervision of customs officials. It is believed by some people that in the case of Mr. Luther at least, Special Agent Beecher's velvet hand had more to do with his discharge than the deficiency in the appropriations. The relations between the two have never been cordial.

"He Sold His Skins."

The Seattle *Post-Intelligencer* tells an amusing story of the manner in which John C. Nixon secured a good price from the Victoria purchaser of the seal skins seized last year on the Allie I. Algar. By that shrewd "bluff" diplomacy which is characteristic of our American cousins, Mr. Nixon obtained a high price for the skins, as the following extract will show:

"He offered me $5 apiece for the skins, but I refused it. He then offered me $5.25 if I would take out the cubs. I told him I had a friend who was talking of taking the skins, and I thought I would let him have them. 'What!' he exclaimed, elevating both hands to a level with his shoulders, palms up, 'a friend in pishness, and phen you got skins to sell? I never heerd of such a ting!' I explained to him that over on this side we frequently favored our friends, even in business transactions, and he seemed shocked at such an idea. I saw that he wanted the skins, and I said: 'You may have those skins on one condition, and that is that you take them as they come, large and small, good, bad and indifferent, according to the government count, at $5.50 each.' 'I'll take 'em,' said he, 'Make me out a receipt to that effect quick, before you forget it.' I made out the receipt and this morning got a draft on Victoria for $8,976. I cashed it at Port Townsend as soon as the bank opened and brought the cash to Seattle. I got nearly a thousand dollars more out of the skins than I expected to, why should I not be happy."

P. O. Home.

Following were the donations to the P. O. Home during March:—Clothing, Mrs. Wilson; two boxes of biscuits, Driard House; jam and cordial, Mrs. Jack; clothing, Mrs. J. W. Williams; clothing, Mrs. Denny; three dresses, Mrs. Finlayson; milk daily, Mrs. Capt. Lewis.

Boom Collapsing.

An Eastern capitalist who has been visiting Southern California is in the city on his way home. He says the boom still continues at Los Angeles, but at San Diego it is beginning to collapse. Many who have bought lots and made one payment will not make a second. He predicts a great falling off in the sales of lumber there in the near future and says that Oregon lumbermen who have sold on time there will be fortunate if they meet with no losses. In the absence of orders from the East a loss of trade with Southern California will be seriously felt by our lumber manufacturers.—*Oregonian.*

Inspector Wilson's Illness.

The many acquaintances of Mr. D. Wilson, Inspector of Schools, learned yesterday with deep regret of his sudden and serious illness at New Westminster. He has made for himself many warm friends here, and is esteemed by all who know him for his sterling integrity. It is hoped he will soon be able to return to the discharge of his important duties. Latest advices say that, though easy, he was prohibited by his physicians from either talking or moving. All possible care is being given him and he is in the hands of kind friends who will leave no stone unturned to insure his recovery.

BLOWN TO ATOMS.

The Steamer Bob Irving Blows Up on the Skagit River.

A terrible steamer explosion occurred on the Skagit river last Sunday afternoon about one o'clock, the boiler of the old steamer Bob Irving exploding with terrific force, instantly killing Capt. Olney and the fireman, and badly injuring others.

The first news of the occurrence was brought to Seattle on Monday by the steamer Lily, which had on board the body of Capt. Olney, which had been recovered from the wreck. The following account of the disaster was obtained from the engineer of the Lily: The steamer Lily was lying at Mount Vernon on Sunday afternoon when the Bob Irving was heard coming up the river. Her exhaust could be plainly heard, when all of a sudden

A TERRIFIC EXPLOSION

occurred which shook the Lily from stem to stern and rattled all the windows in the town of Sterling. The report of the explosion sounded like the cannonading of a bombarded city, and after the sound had died away the exhaust of the Bob Irving could no longer be heard. It was known at once what had occurred, and the Lily started towards the scene without delay. About a mile down the river was the wreck of the ill-fated steamer. The explosion had created awful havoc, the vessel being literally torn to pieces. Part of the hull had sunk in the river, the water being strewn with wreckage. The boiler had jumped clear of the hull and lay on a sand bank submerged in a few feet of water, some ten feet from the hull. The work of rescuing the crew was at once commenced, the Lily's boat picking up the dead and wounded. Captain Olney's body was found on the hull, lying on its back. The face was torn away, only a portion of the skull remaining. On another portion of the wreck lay

A SOLITARY FINGER,

the only part of the dead fireman that was found. He must have been engaged in feeding the furnace at the time, and it is believed his body was blown to atoms and sunk in the river. The Chinese cook was picked up with a broken leg and otherwise badly bruised; the engineer escaped with some slight injuries, and one other man, a deck-hand, received only a few bruises. No one seemed to know the exact cause of the explosion. One report says there was not a pint of water in the boiler, and they were awaiting to get above the ripples before taking on any, the water being obtained from the river when required. As the pilot house was situated directly over the boiler, Capt. Olney must have received the full force of the explosion. The Bob Irving was an old steamer of light draught, and was generally used in towing. She was owned by Capt. Olney, who leaves a wife and three children to mourn his terrible death. The name of the dead fireman is supposed to be Hammond.

EASTER FAIR.

Held at the Y. M. C. A. Rooms by the Combined Temperance Bodies—A Financial Success.

The Easter fair held in the rooms of the Y. M. C. A. yesterday, by the combined temperance organizations of the city was in every way a success, and the ladies who had charge of the undertaking are to be congratulated upon the happy result of their efforts. The rooms, especially during the evening, were crowded with visitors, and the proceeds of the fair are certain to amount to a handsome figure. The decorations looked very well, and the various booths presented quite an attractive appearance, the different tables being covered with a profusion of articles of an ornamental as well as useful nature. The goods sold rapidly, and the ladies had a busy time in catering to the wants of the throngs of customers who crowded around the booths. The proceedings were enlivened by the B. C. G. A. band under Prof. Agius' leadership, whilst several of the young ladies favored the visitors with vocal selections, assisted by Prof. Sharpe. Among the features of the bazaar worthy of special mention was the sale of a beautifully embroidered quilt, on which appears 1,534 names in 125 blocks, from which a handsome sum will be realized. The art gallery also proved a great attraction, and was quite a novel institution, the articles on exhibition being, to say the least, curious and unique. Amongst those ladies who assisted in making the fair so pronounced a success were Mesdames J. W. Williams, C. T. Penwill, D. Jenkins, M. Humber and M. Cummings as a general committee, aided by Messrs. Loshee, Penwill and McLean. The Women's C. T. U. stand was presided over by Mesdames J. W. Williams, C. Hayward and R. Croft; the Good Templars' stand was in charge of Mrs. C. Thompson, Mrs. A. Hodnett, Miss A. Gregg and Miss A. Booth. At the Blue Ribbon booth were Mrs. S. Gray, Miss Mesher and Miss Deasy. The Band of Hope had a grocery booth presided over by Miss Amy Humber, Miss May Penwill and Miss Amy Davie. Miss Alice Gosnell and Miss Amelia Carne attended at the candy stall; Miss Gibbs and Miss Shakespeare had charge of a lemonade table, dispensing this non-intoxicating beverage to scores; and the refreshment table was presided over by Mrs. Penwill, Mrs. Humber and Mrs. Durham.

The bazaar will be continued to-day, commencing at noon, when a sumptuous luncheon will be provided for which the small sum of twenty-five cents only will be charged. The fair will be continued during the afternoon and in the evening special attractions will be offered and the bazaar brought to a close.

The Coburn Shuttle Co.'s mill at Ayer city, Lowell, has been burned, and 500 employees, mostly women, have been thrown out of work.

LOCAL BRIEFS.

The wires went down late last night. There was no through mail from the east last night.

Angela college will re-open on Thursday, April 5.

It is stated that $5.80 per case has been offered and refused for salmon in this city.

Ames, Holden & Co. (A. C. Flumerfelt, resident partner) have about got their warehouse into shape again.

Architects state that a considerable number of superior buildings will be erected during the present year.

Max. Mowatt, on Monday, placed over a million more salmon fry from the hatchery into the waters of Pitt Lake.

Mr. F. G. Richards disclaims being the person whose buggy collided with W. Dickson's sulky on Sunday afternoon.

Tug and steamer captains are notified that four sharp whistles are required as a signal to open the railway swing bridge.

The wisdom of the country will reassemble this afternoon. More work and less talk is required if the session is ever to end.

The first band of cattle brought over the Island railway arrived at the Victoria depot yesterday, consigned to Mr. L. Goodacre.

The funeral of the late Mrs. Catharine Ann Wilson takes place at 2:30 o'clock this afternoon from the family residence, Cook street.

James Bay bridge will be trussed in order to brace up its present shaky tendency. Chas. Hayward is contractor for the work.

The R. C. P. Mills Co. have received another large order for lumber from China. It will be shipped by the next steamship.

The Clarence promises to do a big business this year. The tide of travel is already making its influence felt in this first class hostelry.

Rev. Father McGuckin, O. M. I., lectures at Philharmonic Hall this evening under the auspices of St. Joseph's Social and Literary society.

The property of W. M. Wraight, situated in the northern part of the city, was sold by sheriff's sale yesterday, and was bought by Coughlan & Mason who held a mortgage on the estate.

Capt. Warren and Jos. Boscowitz left last night in the B. Boscowitz, *en route* for Sitka, where it is their intention to endeavor to secure the use of their seized sealers by giving bonds.

Mr. Humber has commenced work on the two-storey brick store for J. Gosnell, Douglas St. Smith & Clarke are at work on the St. Joseph's hospital improvements. Wilson Bros. have nearly completed their three-story brick on Broad street.

The steamer Yosemite in leaving the harbor yesterday morning collided with a small sloop moored near the telegraph barge off the customs wharf. The sloop filled and immediately sank beneath the waves.

Yesterday morning a colored man's horse attached to an express wagon took freight and dashed down Yates street at a headlong pace. In rounding the corner of Wharf street horse and vehicle ran into an electric light post which effectually checked their career.

Mr. Eugene C. Hill, of Kobe, Japan, has had plans prepared for a residence similar to that of Mr. C. E. Renouf's. Mr. S. C. Burris was the architect, and he has prepared similar plans for Mr. Hill. The plans will be sent to Japan to-day by the Batavia.

On Monday morning as the scholars of St. Louis College, New Westminster, were playing in the school grounds at a game called "merry-go-round," one of the number, a little chap of about 10 years of age, fell to the ground and was struck with the end of a stick at the back of the neck, causing concussion of the brain. He was taken to Saint Mary's Hospital, where his injuries were attended to by Dr. Fagan.

PERSONAL.

Capt. Webber arrived from Vancouver last night.

Col. Wolfenden arrived from a trip to the mainland last evening.

Rev. Father McGuckin, O.M.I., arrived by the Louise last evening.

Miss Kate Madigan left by the Boscowitz last evening for a trip north.

Mr. and Mrs. Draney and three children, of River's Inlet, went north by the Cariboo Fly yesterday.

Amongst the passengers for Alert Bay on the Boscowitz last evening were A. J. McLellan and Capt. Barry.

George Heathcote has been appointed purser of the steamer Cariboo Fly, leaving on his first trip yesterday.

Prof. McCoun has been elevated to the position of botanist and naturalist of the geological survey, with the rank of assistant director.

The priests of Kingston diocese will present Bishop Cleary with a team of Arabian horses and a carriage on his return from Rome.

A. W. Vowell, S.M., gold commissioner for Kootenay East, is at present recovering from a severe illness. He hopes to leave the latter part of this week for Donald.

It is semi-officially announced that Lieut.-Col. Oswald has resigned the command of the Montreal Garrison Artillery, which he has held with such popularity the past seven years.

Messrs. Haggarty, of Sydney, C. B., and Kelly, of Portland, N.B., have been appointed on the labor commission which is now taking evidence at St. John, N.B., where the above named gentlemen will join them.

Hon. J. W. Trutch and Mrs. Trutch leave to-day for England. They will be absent several months. Mr. Trutch's services to the Dominion and the province have been of a most important and valuable character and the host of friends the worthy couple leave behind them join in wishing them *bon voyage.*

MARINE.

Ship Lindesfarne, 12 days from San Francisco, arrived in the roads yesterday, bound for Nanaimo to load coal.

Steamer Cariboo Fly, which will make fortnightly trips to the north, left on her initial trip yesterday with a large passenger and fright list.

Steamer Barbara Boscowitz left for the north last evening with several passengers and a large freight consisting principally of cannery supplies.

On and after Sunday the steamers of the Oregon Railway & Navigation company, and Pacific Coast Steamship company from San Francisco for Portland, will be dispatched every four days instead of every three days as heretofore.

The Canadian Pacific steamship Batavia, Capt. Watton, will sail from Vancouver for Hong Kong and Yokohama to-day at noon. She has a full cargo, and a large quantity of freight has had to be refused.

POLICE COURT.

(Before Judge Richards.)

The building bylaw cases were further adjourned till the 10th instant.

Howard A. Nott, *alias* Hicks *alias* Thompson, charged with stealing from the Eureka stables, was sentenced to three months' imprisonment with hard labor.

The charge against John Begg, for an infraction of the excise law, was further postponed.

James Duley, a drunk, was fined $7.50, or in default ten days.

The charge of assault by J. Eckersley against an employee of the Transfer Co., was dismissed.

Children Cry for Pitcher's Castoria.

SPECIALTIES.

INFANTILE SKIN DISEASES.

Our oldest child, now six years of age, when an infant six months old was attacked with a virulent, malignant skin disease. All ordinary remedies failing, we called our family physician, who attempted to cure it; but it spread with almost incredible rapidity, until the lower portion of the little fellow's person, from the middle of his back down to his knees, was one solid rash, ugly, painful, blotched and malicious. We had no rest at night, no peace by day. Finally, we were advised to try the CUTICURA REMEDIES. The effect was simply marvellous. In three or four weeks a complete cure was wrought, leaving the little fellow's person as white and healthy as though he had never been attacked. In my opinion your valuable remedies saved his life, and to-day he is a strong, healthy child, perfectly well, no repetition of the disease having ever occurred.

GEO. B. SMITH.
Att'y at Law and Ex-Pros. Att'y, Ashland, O.
REFERENCE: J. G. Weist, Drug't, Ashland, O.

THOUSANDS OF CHILDREN

Are born into the world every day with some eczematous affection, such as milk crust, scall head, scurf, or dandruff, sure to develop into an agonizing eczema, the itching, burning, and disfiguration of which make life a prolonged torture unless properly treated.

A warm bath with CUTICURA SOAP, an exquisite Skin Beautifier, and a single application of CUTICURA, the Great Skin Cure, with a little CUTICURA RESOLVENT, the New Blood Purifier, are often sufficient to arrest the progress of the disease, and point to a speedy and permanent cure.

Hence, no mother who loves her children, who takes pride in their beauty, purity, and health, and in bestowing upon them a child's greatest inheritance—a skin without a blemish, and a body nourished by pure blood—should fail to make trial of the CUTICURA REMEDIES.

Sold everywhere. Price, CUTICURA, 75c.; SOAP, 35c.; RESOLVENT, $1.50. Prepared by the POTTER DRUG AND CHEMICAL CO., Boston, Mass.

Send for "How to Cure Skin Diseases," 64 pages, 50 illustrations, and 100 testimonials.

BABY'S Skin and Scalp preserved and beautified by CUTICURA MEDICATED SOAP.

HOW MY SIDE ACHES!

Aching Sides and Back, Hip, Kidney and Uterine Pains, Rheumatic, Sciatic, Neuralgic, Sharp and Shooting Pains, relieved in one minute by the Cuticura Anti-Pain Plaster. The first and only pain-killing plaster. 30 cents.
mar1-d-w wed&sat

Gold Medal Nursery Stock Planting, Spring, 1888.

The proprietors of the TORONTO NURSERIES, established 1837, will have for Spring planting a large stock of Fruit and Ornamental Trees, Evergreens, Shrubs, etc., of all kinds and sizes, which will be sold CHEAP, as a portion of our grounds must be cleared and sold for building purposes. Send for priced, descriptive catalogue. Active reliable Agents wanted. Geo. Leslie & Son, 1164 Queen Street East, Toronto, Ont.
mar30-d&w-1mo

NOTICES.

PROVINCIAL SECRETARY'S OFFICE,
22nd March, 1888.

HIS HONOR the Lieutenant-Governor has been pleased to make the following Rules of Court:—

1. There shall be a vacation in the Supreme Court from Thursday the 29th day of March, 1888, to Saturday the 7th day of April, 1888, both days inclusive, during which vacation no pleading shall be delivered or cause tried.

2. Nothing in these rules shall interfere with the delivery of pleadings or trial of causes triable or proposed to be tried elsewhere than at Victoria, New Westminster or Nanaimo.

3. Nothing in these rules shall interfere with the trials in vacation when such trials have been ordered before the commencement of such vacation, nor with any trial the hearing whereof has been begun before the commencement of such vacation, nor with the delivery of any judgment where such matter has been argued before the commencement of the vacation, nor with the taxation of costs and the signing of judgments.

4. Nothing in these rules shall interfere with applications for judgment under Rule 75 of the Supreme Court Rules, 1880.

5. Nothing in these rules shall interfere with the right of appeal to the Divisional Court from any interlocutory order, or the refusal of any interlocutory order.

6. These rules may be cited as the "Easter Vacation Rules, 1888."

By Command.
JNO. ROBSON,
Provincial Secretary.
mr24-td

PROVINCIAL SECRETARY'S OFFICE,
28th March, 1888.

The following telegram from His Excellency the Governor-General to His Honour the Lieutenant-Governor, in reply to a telegram from His Honour, stating that it was understood that parties fitting out for Behring's Sea were arming for the purpose of resisting seizure, is published for general information.

JNO. ROBSON,
Provincial Secretary.

TELEGRAM.

Ottawa, 27th March, 1888.

To LIEUTENANT-GOVERNOR OF BRITISH COLUMBIA, VICTORIA.

Your Government should issue public notice cautioning persons going on Sealing expeditions to refrain from assertion of their rights by force, and from taking on board arms and ammunition in excess of their usual requirements. The whole matter is engaging the attention of Her Majesty's Government and forms the subject of diplomatic negotiations now in progress. Any intemperate action in the meanwhile would be most detrimental to British Columbian interests and might lead to serious complications and be followed by grave consequences to those concerned.

mr29 (Signed,) LANSDOWNE.

Canadian Pacific NAVIGATION COMPANY, (LIMITED)

Time Table No. 9, Takes Effect Nov'r 1st, 1887

BURRARD INLET ROUTE
VICTORIA TO—
VANCOUVER AND MOODYVILLE, Daily, except Monday at 7 o'clock.
VANCOUVER TO VICTORIA, Daily, except Monday, at 13:30 o'clock, or on arrival of C. P. R. train.

NEW WESTMINSTER ROUTE.
LEAVE VICTORIA—
FOR NEW WESTMINSTER, LADNER'S LANDING AND LULU ISLAND, Tuesday at 9 o'clock; Thursday and Sunday at 7 o'clock.
PLUMPER PASS, Sunday at 7 o'clock.
LEAVE NEW WESTMINSTER FOR VICTORIA, Monday at 13 o'clock; Wednesday and Friday at 7 o'clock.
FOR PLUMPER PASS, Monday, at 13 o'clock.

FRASER RIVER ROUTE.
Steamers leave for NEW WESTMINSTER and CHILLIWHACK every Monday, Wednesday and Saturday at 7 a.m.

The Company reserves the right of changing this Time Table at any time without notification.

G. A. CARLETON, Gen. Agent. JOHN IRVING, Manager.
March 17th. ly26

NEW ADVERTISEMENTS.

RETIRING FROM BUSINESS.

HAVING decided to close out my business, thirty years, and wishing to convert my Stock into Cash, I now offer the whole of it, over which I have carried on in Victoria for the last

$30,000!

AT PRICES NEVER HEARD OF BEFORE!

ON ALL STAPLE GOODS I WILL GIVE

20 PER CENT. OFF!

And on some Articles a far greater Reduction.

ALL GOODS MARKED IN PLAIN FIGURES.

Our Store will be closed on THURSDAY and FRIDAY, preparing for the Sale, which will commence on SATURDAY FIRST.

LOOK AT THESE FIGURES!

AND SEE IF IT WILL PAY YOU:

$20.00 Suits reduced to $16.00; $16.00 to $12.80; $12.00 to $9.60. Our Celebrated $8.50 Suit, $6.80. Blankets at Cost. Trunks at Cost.

HATS—Stetson's Celebrated $5.00 Hat, $4.00.

100 doz. Fine Merino Socks, were 80c. a pair; reduced to $2.40 a dozen.

EVERYTHING AT

Sweeping Reductions!

Parties from NANAIMO, VANCOUVER, or WESTMINSTER, purchasing $25.00 worth, can have passage paid by us, or else take 20 per cent. off regular prices, for cash only.

Parties indebted will please settle their accounts as soon as possible.

As the Spring Stock has just arrived, there is a big variety. Remember, EVERYTHING GOES—OLD AND NEW.

A. GILMORE,
Johnson Street.
mar28-w1mo-d2mo

THE WHITE HOUSE.

Spring Goods Constantly Arriving.

THE MILLINERY DEPARTMENT

Is now rapidly filling with the latest PARISIAN, ENGLISH AND AMERICAN NOVELTIES, and being this season under the management of an efficient Artiste, who has lately had charge of the Millinery departments in the leading Houses of Toronto, we confidently guarantee entire satisfaction in style and taste, combined with reasonable prices.

PRINT DEPARTMENT.

New Cameline Prints in Stylish Patterns—Fast Colors.
New Alsatian Lawns in Beautiful Designs—Fast Colors.

GLOVE DEPARTMENT.

LADIES' KID GLOVES in Tan shades, 4 buttons, 75c.; 6 buttons, $1.00.
Full assortment of Ladies' and Children's Lisle Thread and Taffeta Silk Gloves, in all the Newest Shades.

HENRY YOUNG & Co.
GOVERNMENT STREET.
apr1

BUSINESS CARDS.

McLENNAN & McFEELY,
TIN, IRON AND FELT ROOFERS.
MANUFACTURERS OF
Galvanized Iron Cornices. Globe Chimney Caps for Sale.
Fort Street, Victoria, and Vancouver, B.C.
se24-1y

MRS. V. A. Le PRINCE,
Fashionable Dressmaker,
GOVERNMENT STREET,
Next Bank British Columbia—upstairs.
mar3-1m

LOANS.

LOANS OF $5,000 AND UPWARDS NEGOTIATED on City Property at a low rate of interest.
Apply to A. W. JONES, Government Street.
oc25-1y

BRITISH COLUMBIA
Ice and Freezing Co.
(LIMITED.)
Capital, $20,000, in 400 Shares of $50 each.
Directors to be elected on 22nd March, 1888.
Twenty-five per cent. per share on allotment. The balance on call at 30 days. Ten days' notice to be given each shareholder on each call. No call to exceed twenty-five per cent. per share. Shares can be obtained by applying to the General Manager.
mar15-2mo S. L. KELLY.

MISCELLANEOUS.

J. E. BARBER. E. J. HEWLINGS.
BARBER & HEWLINGS,
CARRIAGE : BUILDERS
AND CONTRACTORS.
Pattern Making, Model Making & Office Fitting.
Why import Old Carriages when Messrs. B. & H. are prepared to make new Landeaus, Hansoms, Phætons, Dog Carts, etc., in the latest designs. Satisfaction guaranteed.
PANDORA STREET, VICTORIA, B.C.
mar4-1m

Public Weighing Machine.

A WEIGHING MACHINE (Capacity 7 tons,) has been placed on our Wharf, for the convenience of our customers. For terms, apply to wharfinger on wharf.
TURNER, BEETON & CO.

TENDERS.

TENDERS will be received at the office of the undersigned, until 12 o'clock, noon, of April the 11th, for the ERECTION OF A STORE ON JOHNSON STREET. The right to reject any or all tenders is reserved.
mr30 E. H. FISHER, Architect.

A. A. AARONSON,
AUCTIONEER,
Will Sell on Commission.
Sales strictly attended to and payment promptly made after sales. ja10-6m