

OTTAWA LETTER.

St. Lawrence Waterways—Quarantine Against the U. S.—Victoria's Public Buildings.

The Curran Bridge—An Australian Cabinet Minister on Trade Relations.

OTTAWA, May 5.—Despite the cold water which the Hon. Mr. Haggart threw upon Col. Denison's advocacy of the enlargement of the St. Lawrence waterways to a uniform depth of 20 feet to enable ocean-going vessels to reach the great inland lakes, there is more in the project than would appear at first sight. Competent authorities aver that the project will cost far less than \$130,000,000, the sum mentioned by Hon. Mr. Haggart as stated. The engineers of the Department of Railways and Canals say that the advocates of the scheme have overlooked the fact that dredging will have to be done in portions of the present waterways which do not now even give a depth of 14 feet. For instance, lakes St. Louis and St. Francis, above Montreal, at the present time have, in places, less than 14 feet. Near Lachine there is an extensive shoal which will have to be dredged or blasted to give even this depth. These, however, are disputed points, and the suggestion was made in the house, with a good deal of force, that the government might at least spare a few thousand dollars in investigating the feasibility of the scheme and arriving at a definite basis of cost.

A WISE STEP. The action of the government in enforcing quarantine against the United States on account of the prevalence of smallpox amongst our neighbors is commended as a wise step. The people of British Columbia are to their cost what may result from the lack of the proper enforcement of quarantine regulations. A great howl has been raised by the United States railroad companies against the recent action of the Canadian Government. The Vancouver lines run their through trains between New York and Chicago over Canadian territory, and if the inspection system is rigidly enforced it will certainly hamper this traffic. In this matter, however, Canada is acting in her own interests. Time and again Canadians have had to put up with inconvenience resulting from the enforcement of United States laws. For once the tables are turned and our neighbors will have to comply with our regulations. As an outcome of the recent action taken by the government in order to procure uniform co-operation in all the different provinces the project of the formation of a national board of health has been revived with considerable favor.

PUBLIC IMPROVEMENTS. The growing importance of Montreal as a seaport is leading the harbor commissioners of that city to approach the Government with a view to securing the necessary authority to increase their borrowing powers. At the present time the harbor commissioners are empowered to borrow \$1,000,000 and it almost takes one's breath away to learn that they desire to go \$3,000,000 better. The men of Montreal are an enterprising lot and they say that if these powers are given to them the money will be expended to the port and naturally lead to a reduction in the harbor dues. The harbor commissioners expect to obtain all the money they will require in the form of bonds, and which they are paying 4 1/2 per cent. Col. Prior and Mr. Earle have visited the Department of Public Works on several occasions recently, with the object of studying the plans of the new public buildings at Victoria. They are greatly delighted with the outline sketch which Mr. Fuller, their assistants have prepared. As soon as the plans have been finally approved by council they will be forwarded to Victoria for the inspection of citizens.

THE CURRAN BRIDGE JOB. Hon. Mr. Haggart executed a smart flank movement when he secured the appointment of a royal commission to investigate the extraordinary over-expenditure on the construction of the Lachine canal bridge at which will go down to posterity under the name of the Curran bridge. The public accounts committee purposed making a thorough investigation into this expenditure and it will be materially assisted in so doing by the evidence and report of the commissioners, which have been presented to Parliament this week. It is difficult, however, to see what the committee will be able to do which is not already being done. Perhaps the only thing upon which the committee has a claim as to the responsibility for the tremendous over-expenditure. The commissioners in their report are sweeping in their condemnation of the incompetency of the officials actually employed on the work, but were directly responsible. The Department of Public Works, however, is not in a position to say that the work should have been built for \$200,000. It actually cost, after making all due allowance, \$395,636. The superstructure, which was built under contract, was erected for the actual amount of the contract price. The country appears to have actually lost \$200,000 by bungling on somebody's part. A mistake appears to have been made in the first instance in accepting the recommendation of Mr. Parent, the superintendent engineer of the Lachine canal, to perform the work by day's labor and then when this was decided upon to call in a contractor to furnish that labor. The commissioners are agreed that it is utterly impossible for a government to execute a public work as cheaply as a contractor can do it. In connection with the undertaking the commissioners clearly indicate that some officials appropriated certain of the surplus stock of supplies, as, for instance, lumber. The government have a good defence in connection with this over-expenditure. The work had to be completed by May 1 in order to be ready for the opening of navigation. Construction had, therefore, to be pushed. As nearly all the enormous expenditure which was incurred took place in the month of March, the pay sheets do not reach the department until the beginning of April, during which time the extravagance had been committed and could not be curbed. It may safely be surmised that as a result of the inquiry somebody's head will fall into the basket.

AN ANTIPODEAN VISITOR. Hon. Robert Reid, Minister of Defence at Victoria, Australia, will arrive in British Columbia in a few days, he being booked for home by the Warrimoo on her outward trip this month. Although the stay of Mr. Reid and his party in Eastern Canada has been short, the distinguished visitor succeeded in making himself pretty well known to the public addresses which he has delivered at Montreal, Ottawa and Toronto. It will be a great stroke on the part of the

address of Victoria or Vancouver if they can present upon Mr. Reid to deliver an address in either of your leading cities. He is a most pleasing speaker, a thorough Britisher and fully imbued with the importance of Great Britain and the colonies being drawn into closer union. One striking point he has brought out in his public addresses and his conferences with the Home Government is likely to be provocative of considerable good. It is well known that two or three years ago the Senate and the House of Commons united in a joint address to Her Majesty asking that notice be given of the abrogation of the treaties with the German Zollverein and Belgium. These treaties contain the most-favored-nation clause and in the event of Canada entering into preferential trade arrangements with the Zollverein and Belgium, would involve the like treatment being accorded by Canada to Germany and Belgium. The Imperial Government did not return a favorable answer to Canada's request, and it is evident that it will take many years to induce the Home authorities to abrogate the treaties mentioned. Mr. Reid, while in London, was instrumental in representing to the British Government that the objects of trade between the different portions of the empire on a differential basis might be removed by inserting the words "South Africa or Canada" after the words "Australia or New Zealand" in the act of 1875, by which the British Government permitted any Australian colony as well as New Zealand to enter upon a reciprocal trade with the other, upon any favorable basis that they might think fit. In view of the earnestness which the colonies are displaying upon this matter of closer trade relations and of Lord Rosebery's well known interest in the colonies, Mr. Reid is sanguine that the request, if made in conjunction with Sir Charles Tupper and the agents general in London, preferred, will be granted.

CREATED FREIGHT RATES. The Montreal steamship companies are evidently not going to allow the subsidy to the Huddart line to be passed without a protest upon their part, and it would seem as if they were endeavoring to enlist every possible ally in support of their position. Recently the British Irons and Steel Company an industrial delegation to Montreal to interview the steamship agents to ask on what terms the Montreal steamship company would undertake a fast freight and cold storage line between Canada and Great Britain at rates so regulated as to give shippers an advantage over shippers by U. S. lines of a similar class, and an equality with the cold storage lines of New Zealand and Australia. The delegation offered, in effect, to bring influence to bear on Parliament to reject a vote for a fast Atlantic steamship service, and to subsidize in lieu thereof an ocean freight service, on condition that the steamship companies will establish rates of freight appreciably lower than those ruling from New York, Boston, or Portland. The answer of the steamship companies is a very guarded one. While they look askance on Mr. Huddart's proposals as tending to injure their trade, they can see that the subsidizing of a purely freight line will not improve their condition. The subsidy which the Patrons of the steamship companies as it might bring in a new line, and even if that were not the case one of the three present lines running from Montreal might receive a bonus to the detriment of the other two. It is clearly people recognize that the objections to subsidizing a purely freight line will be stronger than if a freight and passenger line were given to this subject clearly shows that there are forces at work in the country with the object of defeating the three-quarter million subsidy; but on the other hand the subsidy is a growing feeling in its favor as part of the great Imperial highway project, and although strong opposition may develop in the House the proposals will undoubtedly become law.

SAN FRANCISCO, May 14.—A question of vital importance to the Chinese merchants was under discussion in the United States Congress yesterday. The General Consulate at San Francisco, Mr. McCreary, had been necessary for the Chinese to prove that his name was incorporated in the firm name and further that he was a merchant for one year prior to the time of his departure for China. The judges on the bench were McKenna, Gilbert and Hoey. A case was presented in all its details and after consulting the subject for some time, the judges took the matter under advisement until next Monday.

WASHINGTON, May 14.—Secretary Lamont is making an examination into the records of the clerks in the War Department with a view to making a wholesale cut in his force, and it is stated on good authority that the dismissals before July, the beginning of the next fiscal year, will number fully 300.

FERGUS FALLS, Minn., May 14.—An electrical storm of a cyclonic character passed over the eastern part of this county last night. Near Henderson the cyclone lifted a portion of the Northern Pacific track bodily into the air and scattered it over the surrounding country. The iron-bound train had been delayed in consequence and is still at Wadena. As yet there are no reports of loss of life.

HALIFAX, May 14.—The steamer Faraday finished laying the first section of the Commercial Cable Company's new cable this morning at 4 o'clock, having laid out 510 knots since landing the shore end on Wednesday evening last. The work has been accomplished without the slightest hitch from beginning to end. The cable is in perfect condition, and Messrs. Siemens Bros. & Co. may be congratulated and complimented on this brilliant piece of work. The Faraday is now on her way to London, where she is expected to arrive about the 28th inst. She will promptly on her arrival refit and commence to take into her tanks the deep sea service, consisting of about 1,600 miles of cable.

GUELPH, May 14.—Henry Howitt, son of Dr. Howitt, and Rhoda Perkins were upstern from a canoe. Miss Perkins was drowned, but Howitt was rescued in an exhausted condition.

ST. THOMAS, May 14.—The body of James Armstrong, cabin maker, was found lying on the highland Central railway track. His head and left arm were severed from the body, the remains being scattered along the track.

Are you subject to sick headaches? So were others, before they used Esch's Liver Lozenges. They will cure you, 25 c.

WITH HEART OF FIRE THE OPAL AS A FASHIONABLE JEWEL AND COLOR.

The Proud Mother of Two Lovely Girls. How They Were Each Attired—Summer Gowns of Pure White—They Will Give Work to the Washwoman.

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ONE can walk about among the dry goods districts now without a realizing sense that spring has really come. Such a wealth of tender color, not only in the new millinery, but in the different dress materials. No one now need be afraid to wear a royal purple shot with green or gold, nor a gown rivaling the tints so dear to the hearts of the children of the Emerald Isle or sunny Italy, for it is fashion—and the very top of it too. There are wonderful fabrics temptingly displayed that rival Joseph's coat of many colors, but with the difference that while that was made of patchwork these colors are blended in the weaving, and very artistically managed too. One piece of silk, with a general color of warm, reddish yellow, showed green, brown, blue and purple in different lights. It was striped with brown and black, while the rest of the colors showed in different lights, breaking into new surprises of unsuspected colors like an opal.

Indeed there are many things just now that carry the opalescent lights and colors, though how such an effect is achieved in straw I cannot imagine, but it is seen on some of the rich, fine straws of Italian origin. Ribbons show it; it is seen in buckles and passementerie and a variety of cloths, and also some of the dainty zephyrs have shifting shadows of fire and flame. With all this the opal as a jewel is the one choice jewel of the day. A Mexican fire opal shown me yesterday, oval in shape and set around with small diamonds, was called the finest bit of jewelry in a big store. The foolish superstition about opals has died a natural death in this age of reason, and opals are the fashionable jewels now, not that diamonds and pearls are displaced, but that opals now are more sought after than rubies or emeralds. A really fine opal is a beautiful stone, with a heart of fire that sends forth sudden lambent flames from its mysterious depths and is a perpetual surprise and a thing of beauty and a joy till fashion changes.

There are silk melins shot in opalescent colors for young ladies, and they have all the characteristics of the opal, shading into red, blue flame and, in fact, mere colors than I can mention and all through a misty, milky surface. I saw a gown for a young lady made of one of these silk melins. The skirt was made quite plain and round and gathered under a flame-colored velvet belt. Around the bottom were four very narrow velvet ribbons bearing the principal opaline colors. No two were alike. There was a ruffled dchu, and these ribbons were trimmed in a similar manner. The sleeves were puffed and ended at the elbow with two ruffles. Around the neck the young wearer had a heart-shaped opal, hung on a slender gold chain. A daintier dress could hardly be imagined. There are imitations of opals very cleverly done, and those who cannot afford the genuine may have the appearance of the wealth that permits of many changes at a modest cost.

There was a dress made for the sister of the who wore the opal gown, and this, too, was a model of beauty and delicacy. The skirt, and in fact the whole dress, was of dotted swiss muslin, with six rows of white lace insertion laid on at equal distances around the skirt. The waist was a simple belted blouse, with the insertion laid on to simulate a yoke. The sleeves were plain puffs, with blue surah forearm pieces and a blue surah sash belt, in which were set a bunch of imitation blue violets.

The proud mother of those two lovely girls wore a handsome dress of black satin duchess, brocaded in stripes and trimmed with velvet ribbons set on the skirt and richly beaded. The basque was of rich black velvet, with a rolled puff of corded silk held in by velvet ribbon and a vest front of the ribbed silk. The gigot sleeves were trimmed with velvet and passementerie. Good taste and plenty of money together were necessary to develop these three model costumes.

The authorities tell us that there will be very many all white summer gowns made of sheer lawn, flounced and otherwise trimmed with the beautiful new Russian embroidery. This embroidery does not come deep enough to make one whole skirt length, so there will be flounces only, but they may be many or few, as one desires. Three flounces arranged to represent a triple skirt will be a favorite. These embroideries can be had in sets, so that there is one piece with a double edge, which can be used for bretelles or a bertha. The ribbon belts with floating ends will be the proper ribbon garniture when the embroidery is employed as bertha or bretelles; they are obtained by having dainty effects are obtained by having ribbon belts with bows wherever they can be set with propriety. On the shoulders, on the sleeves and at the waist and set at the bottom of the skirt,

either with or without long ends coming down for the waist, the ribbon makes dainty and graceful trimming, and it can so easily be removed and replaced for laundry purpose that it is no wonder that it is the preferred trimming for all light dresses.

There are some most beautiful new chambrays, thick and fine, with a sort of changeable effect, that are already very popular. Each of these has an embroidered pattern, some of them done in all over pattern, thicker and richer toward the bottom, and others again have a plain surface, with embroidery to match. There was one where the body of the stuff was blue in two very distinct shades. The embroidery was done in dark blue. A lilac and dark heliotrope was done the same way, also a red and pink. As these chambray gowns are expected to stand the hardest usage, the colors are limited strictly to those known to be fast and washable.

There is quite a rage for at least one nice black dress in each lady's wardrobe. Black grosgrain silk, faille, taffeta or lutestrine are all favorite materials, besides the beautiful black moires, satin duchess and brocades. No gown is more serviceable than a plain black silk or adapted to such a variety of uses. A very handsome model in black faille was made with a plain seven gored skirt, over which were superposed three wide folds cut on the length of the silk and headed by bands of black silk moire trimming. They were graduated in width. The waist was plain, with a deep bertha cape, trimmed with a narrower moire trimming and having a white satin vest front. The sleeves were bishop, with a line of moire trimming set down the entire length. This is a model design and would be quite easy for the home dressmaker to copy with good results.

The very newest and most stylish of the evening bonnets are made of what they call spangles of jet. These spangles are made of some sort of metal coated with black enamel. They are cut in fanciful shapes and fastened to wires and then bunched up into flowers and foliage or set pieces like fireworks. These are then sewed over a lace and wire foundation, and they are very talk-



FOR MOTHER AND DAUGHTER. One that I noticed had a sort of vine-like pattern covering the bonnet, and in front there was a sort of pin-wheel silver points, each ending with a leaf-shaped spangle. On each side the front there was a winking wing of lace and spangles. There was a drooping velvet ribbon bow at the back, and on that lay a little bunch of parma violets as if just picked and dropped carelessly there. The whole bonnet was a very rich and handsome thing.

There are many very handsome new woolsens, but the prettiest of all are the mottled and flecked effects. There was a reseda green wool, with broken cream silk threads all through it in a close pattern, so that it almost looked to be changeable. A light brown was lightened with white and red threads like stitches all over. A new shepherd's plaid showed these flecks of another color or above the plaid, and it was exceedingly neat and pleasing. Stripes are seen again, for those to whom they are becoming, but they are shaded and often of two shades of the same color. They are shown in silks also.

The new laces are tea stain and ecru more often than in pure white and are seen in point de gene, point de venise and cluny, and also guipure pattern, and are used as berthas, frills and collars.

Whiskholder. The whiskholder illustrated is made of two pieces of celluloid or smooth finished leather, slanted at the ends to fit the whisk and pinked or scalloped around the edge. In each of the scallops,



Isabella Proctor.

MR. KELLIE'S MEETING.

The Member for West Kootenay Before a Splendid Audience at Revelstoke.

Flattering Requisition in Response to Which He Will Contest the North Riding.

REVELSTOKE, May 12.—(Special)—The largest political gathering ever held in Revelstoke assembled in Peterson's hall tonight to hear J. M. Kellie, M.P.P., give an account of his stewardship. The chairman was F. Fraser and F. B. Wells was secretary. A number of the ladies of the town occupied the front seats and evidently took a deep interest in the political questions that were discussed. There was no standing room in the capacious hall for the people anxious to hear Mr. Kellie's address and the lobby of the hall was also filled up, many of the persons being unable to find even standing room there. Mr. Kellie first referred to the charge made by the floor that he had been bribed to vote for the parliament buildings, and asked the "Man About-Town" to come forward and substantiate his charge, declaring that if that person would make his statement in good faith, Mr. Kellie would walk out of the hall and abandon politics for ever. Mr. Kellie waited to see if any person would come forward to corroborate the charge, but no one appearing he again took the floor and held the attention of the meeting for an hour and three-quarters. He first dealt with the appropriation granted for the district figures to show that in four years the district had received from the Provincial Government the sum of \$225,000 for all purposes, while out of that amount \$137,000 was voted for roads, trails, streets and bridges. He next dealt with the mining laws and amendments to the mineral act and went thoroughly into all the changes that had been made to perfect that act during the last four years. He touched briefly on the redistribution of the land and claimed that the effect of its passage had been to wipe out forever any ill-feeling between the Island and Mainland. He felt confident the bond of union was now perfected, and would never be sundered. He next dealt with the efforts of the Government to aid in developing the mineral resources of West Kootenay, and complimented them for their earnest desire to assist in every way in the opening up of the district. The reason why he supported the Davie administration was its progressive policy. He was thoroughly convinced that British Columbia's natural resources when utilized or brought to the attention of the world would establish it as one of the richest provinces of the Dominion. He was satisfied Hon. Mr. Davie's government were thoroughly alive to the fact. He felt confident that in the district of West Kootenay, when roads were built and capital took hold of the mines, the annual output of mineral would run from \$15,000,000 to \$25,000,000 per year. Montana and other mining states had a large output annually and he was satisfied that West Kootenay was quite as rich a mineral region as any state to the south.

Touching on the Nakup and Slocan railway charges he said he had never seen so much before the house had given him so much anxious thought. He felt that the representative of the district it was his place to inquire into the matter if there was anything crooked in the transaction. But knowing that it was an easy matter to make statements and to have them taken for granted when sifted down into the political mill, he concluded to play a waiting part and watch for developments. Before the vote was taken he went to Seattle and there interviewed a railway friend of his and asked him opinion. This prominent railway contractor said that for a mountain road \$17,500 a mile was cheap, and he had not known of a mile of railway in Washington or Oregon that did not cost \$25,000 per mile, and this contractor told him that he might go home feeling satisfied that everything was all right. Mr. Kellie next took up the matter of the Slocan reserve, and explained why he had taken the ground stand opposing it. He considered the land who had made locations under the provisions of the act of parliament should have their interests protected. He dealt with many other questions affecting the districts interests, and after holding the closest attention of the audience throughout his speech, he resumed his seat amidst rounds of applause.

W. M. Brom and Robert Howson then took the floor, the former to ask for information, and Mr. Howson to attack Mr. Kellie on several matters he had dealt with. Mr. Kellie effectually answered both gentlemen to the perfect satisfaction of the great majority of those present. Short speeches were made by T. Lewis and Robert Tepping, after which H. A. Brown rose and proposed three cheers for Mr. Kellie, in which nearly every one participated, even the ladies cheering and waving their handkerchiefs. The chairman, F. B. Wells, then read the following requisition signed by a large number of people of Revelstoke and Illecillewaet:

"We, the undersigned, would ask you to allow your name to be brought before the electors of the North Riding of West Kootenay as a candidate for the Legislative Assembly of the Province. We take this opportunity of assuring you how deeply your efforts in the past (crowded with such a measure of success) to further the interests and promote the welfare of the district have been appreciated. We are confident that your success which has attended your work during the past four years will stimulate you to even greater efforts in the future.

"The honesty, zeal and integrity which have characterized all your actions both in and out of session has commended you to all classes of the community. We beg in conclusion to assure you of our hearty cooperation, vote, and interest should you comply with our request."

Mr. Kellie in reply stated that he would accept the kind requisition to become a candidate for the incoming legislature, and if elected would endeavor to do in the future as he had done in the past, and would at all times be found anxious to advance the interests of the district and Province. The hour being late the meeting then adjourned after singing the National Anthem.

THIRTY-REVIEW OF Annual Inspection of by Queen Victoria's Twelfth Thousand Me Under Command Connaught

LONDON, May 17.—The review of the troops on the parade ground at Windsor, on the 15th inst., was reviewed by the Prince of Wales, Duke of Cambridge, and other members of the royal family. The review was a most successful one, and the troops were reviewed with much interest and approval. The review was held in the presence of a large number of guests, and the arrangements were of a most excellent character. The troops were reviewed in the most efficient manner, and the review was a most successful one.

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SEATTLE, May 17.—The board of United States on coast defenses arrived in Seattle last night in the examination of the Puget Sound preparation of a report on the for coast defenses in these began their tour at Tacoma, ing and will continue it in more.

The visit of this board made in pursuance of the in pare recommendations to fences on both the Atlan coast, the whole board acti the matter. It would have subject of fortifying Puget S for the delay in leaving the will now develop plans that important point as well. Coast. Having made an ex survey of San Diego harbor of the Columbia during the the engineers arrived from B came at 6 o'clock on Tuesday night, and the board will have heard of the matter. Yesterday they went by way to Port Orchard and Po and examined the navy yard, way of Fort Madison to this here about 6 o'clock. They were accompanied by the Townsends and then Bay and Desolation Pass, which may seem to require de. The fortification of the Sou in importance in the eyes of t since the navy yard was le Orchard, as it will be the sup points for some years in these rendered secure by strong def used in warlike preparations a hostile fleet blockading the Sound. The work of construct fences has been in progress under the direction of Col. Ro for about three years, attention directed chiefly to the protect but the placing of the up for consideration. The consist of mortars to thro high in the air, which will fa of a ship and smash through li gone for some time, will be ple pearing carriages and protect works and masonry revetment.

The visitors are the princip ners in the country, and the tained by the chamber of their return up Sound, when given an opportunity to become the advantages of the city's in the construction of the Lake ship canal.

SEATTLE, May 17.—At the ing of the Western Central la communication was received fr ers' executive committee, relat condition of affairs at Roaly that the Northern Pacific o posted notices for a 20 per cent. The men offered to meet the way and accept a 10 cent one, although the mine has not t than 12 days per month since t of the year. The company, it refused to agree to such a con insisted that it must be 20 c nothing, and the alternative w accepting the reduction uncoo "bringing out the tools." The workmen and miners communication, a "war" was not to come to Roaly under until the trouble is settled. U the 1st of January have not a than \$25 to \$30 per month, battle for justice. The men ar and desirous of going to work, advantage of it to reach in dence sion, the Northern Pacific con unjustly undertaken to inflict th hardship on the men, and it is that all true men will give u support and aid us by staying this camp until the final termina question."

WINNIPEG WIRING. WINNIPEG, May 17.—Specie Richardson, aged 25, a resident, was killed by falling from a C. train today.

The locomotive engineers in St. Paul have declined an invita Northern Pacific for a trip to W David Matheson, of Springfield, serious injuries by the explosion ridge while loading his gun.