# Weekly Colonist.

FRIDAY, APRIL 3, 1885.

## SUBURBAN IMPROVEMENTS.

None but those who have made a personal inspection can form any idea of the progress the city is making in every direction. New buildings are going up and new streets are opening on all sides. The Work estate, Spring Ridge and James Bay show evidence of greatest prosperity. The change for the better is marvelous, and prices asked for lots in the suburbs are hardening. So rapid an increase in population and so prosperous a season for builders was scarcely anticipated by the most sanguine prophet, and yet there are men in Victoria who are actually predicting discontent, and endeavoring to "whoop up" an opposition to a ministry whose polity has produced these satisfactory results.

## THE RIEL OUTBREAK.

The somewhat confused information from the Northwest territories is not of an assuring character. The rebellion is assuming large dimensions, many Indians having joined the half-breeds under Riel and others having taken the field under their own chiefs. The first action at Duck lake, nine miles from Fort Carleton, proved disastrous to the Canadian forces under Major Crozier. They retired to Fort Carleton and have since, it would appear, abandoned that post as untenable and retreated northwards towards the settlement of Prince Albert under the command of Commissioner Irvine. The total police force in this quarter numbers about 400 men who, no doubt, will be reinforced by Prince Albert volunteers. Riel, with 1,000 well armed men, is supposed to be in pursuit and we may, any day, hear of an engagement. A detachment of 1,000 armed Indians remain in the neighborhood of Fort Carleton and Duck lake. Meanwhile a serious outbreak has taken place at Battleford farther west—the former capital of the territory. The Indians, whose number is not stated, have captured, burned or plundered all the buildings except the barracks, in which the H. B. Co.'s agent, the Indian agent, and others have taken refuge. The Indian instructors in the neighboring reserves have been killed. It is reported that the Fort Pitt Indians, who live on the Saskatchewan, still further west, are marching on Battleford. The line being cut it is not known whether the Edmonton Indians have followed suit; but it is feared they have. The whole northern portion of the territory would therefore appear to be in imminent danger of being in temporary possession of the rebels, unless the police and Prince Albert volunteers under Commissioner Irvine can defeat the greatly superior forces of Riel. It is difficult, from the disjointed reports, to estimate the number of the rebels, but we fear they have in the field already, 2,000 to 3,000 men, of whom probably 1,000 have Winchester rifles and the others Hudson Bay guns. They, no doubt, have obtained ammunition by plundering the stores. The southern portion of the territory, along the line of the C. P. Railway, is held by Canadian troops under General Middleton who doubtless is organizing and waiting for reinforcements of drilled militia from the eastern provinces. Across the expanse of 200 miles between the opposing lines 70 police with one cannon have been pushed forward to relieve Battleford. The temerity of this Wolseleyan method of warfare may be justified by success. The well armed police may defeat the very superior number of Indians concentrating on Battleford who, it is presumed, have only Hudson Bay muskets. To us, at a distance, the expedition seems foolhardy, especially if Riel defeats Irvine. In that event 200 or 300 police, with some volunteers, will be 200 miles from supports, amidst several thousand rebels. When General Middleton is able to advance, the real campaign will begin. Its duration will depend much on whether the Blackfeet Indians rise or not on his left flank. Riel, no doubt, counts on them, and on adventurers from Montana. In any case, the Blackfeet must be watched, so that, practically, General Middleton will have to operate both northerly and westerly to protect his left flank. It may be valued that there is far, with some few exceptions, the rebels have not murdered settlers; their quarrel seems to be with the government and its officers. A commission has been appointed at Ottawa to inquire into the causes of the outbreak. This seems premature as most of those who could give evidence are probably in the ranks of the rebels. What the half-breeds complain of we do not know; they would hardly risk so much without some impelling causes. The discontent of the Indians is largely owing to the enforced removal of many of them from the vicinity of the boundary line northwards. This policy was adopted to prevent raiding into the United States; but, apparently, without duly estimating the internal danger it might create. The rebellion will be suppressed; but it may cost many valuable lives and much money, and tend to check the progress of settlement in the northwest. The Canadian government is not successful in its management of Indians anywhere.

## THE LATE EARL CAIRNS.

The Right Hon. Hugh MacCalmont, (Earl Cairns) second son of the late William Cairns, Esq., of Cultra, County Down, Ireland, was born in 1819. He received his education at Trinity College, Dublin, where he was first class in classics, and obtained other academical honors. In January, 1844, he was called to the English bar at the Middle Temple, and soon acquired an extensive practice in the courts of equity. In July, 1852, he was returned to the House of Commons as one of the members for Belfast, and he continued to represent that city in the conservative interest until his elevation to the judicial bench. He was appointed one of Her Majesty's Counsel and a bencher of Lincoln's Inn in 1856. When Lord Derby formed his administration in January, 1858, he appointed to the office of solicitor general Mr. Cairns, who on the occasion received the honor of knighthood. It is worthy of note that the earliest bill he submitted to parliament related to chancery reform, on which subject he afterwards proposed several important measures. Sir Hugh Cairns first showed himself to be a great parliamentary orator in the celebrated debate of four nights' duration in May, 1858, concerning Lord Canning's proclamation to the inhabitants of our Indian empire. Many of his subsequent speeches in the house of Commons and more recently in the house of Peers, have justly been regarded as masterpieces of eloquence. When the conservative administration resigned in June, 1859, Sir Hugh Cairns' first brief tenure of office came to an end. On the return of Lord Derby to power in June, 1866, he was appointed attorney general, and he worthily occupied for a few months the post which Sir Roundell Palmer (now Lord Selborne) had held under the liberal administration. The first vacancy which had occurred in the court of chancery (with the exception of the woolsack) for the long period of fourteen years was occasioned on Oct. 1, 1866, by the retirement of Sir James Knight Bruce, and Sir Hugh Cairns was appointed to succeed that veteran judge as lord justice of the court of appeal; being in the following February (1867) raised to the peerage as Baron Cairns of Garmoyl, in the county of Antrim. He became lord high chancellor of Great Britain in Feb., 1868, and continued to hold that office until the resignation of Mr. Disraeli's ministry in Dec., 1868, after which time, however, he continued to take an active part in the legislative and judicial business of the house of lords. In Feb., 1874, on the return of the conservatives to power, he was reappointed lord high chancellor of Great Britain, and he held that office till April, 1880. In Sept., 1878, he was created a viscount and earl of the United Kingdom by the titles of Viscount Garmoyl in the county of Antrim and Earl Cairns. His lordship was made L.L.D. of Cambridge in 1862; D. C. L. of Oxford in 1863; and was elected chancellor of the University of Dublin in 1867. Earl Cairns died unexpectedly on Wednesday night. Lord Garmoyl, whose escapade with Miss Fortescue is still fresh in the minds of our readers, is the eldest son of the dead earl and succeeds to the title. The new earl was in New York at last accounts, where he was leading a rather disreputable life.

## THE BRITISH ARMY.

An article of much interest appeared in the January number of the Edinburgh Review on the state of the British army. The magazine referred to is strongly Liberal, and therefore its plain statements may be received as free from political bias as against the administration of the day. According to the article under view the number of enlisted men for 1884, for whom estimates were voted, was 140,314, but it has been found impracticable to keep the strength up to within 5,000 of that number, so that 135,000 is the total of the regular army. Of these 60,000 are in India, 30,000 in Ireland and 16,000 in Egypt. That the British soldier is poorly paid is not a new fact, but a very old one. It gathers new significance, however, from the fact that there has been in a quarter of a century past a general advance in the wages, and a great improvement in the condition of the working classes generally, which makes the soldier's pay relatively less than it was. The reviewer tells us that "the infantry soldier averages about sixpence a day clearance after paying for necessaries, clothing, materials and various stoppages." There is no wonder that men prefer not to become food for powder at so cheap a rate. The service is admittedly unpopular. And some of the facts disclosed as to the physical stature and condition of the men enrolled are of a character far from assuring. Thus we are told that "the British army draws its recruits from the ranks of the street loafers in the great cities, starving operatives and shiftless peasants, the offscouring of town and country. The consequent enfeeblement of its effective fighting strength is shown by one or two facts from the recent history of British military enterprises. In February, 1879, five battalions were called for to go to the Cape to retrieve the Zulu disaster. Their officers had to report that no less that 1045 of their men, 209 per battalion, must be left at home, as physically unfit. To make good this heavy discount for incapables the same number of effective men, fit for active service, had to be drafted from other battalions. The 91st Highlanders, for example, embarked 893 strong, of whom no fewer than 474 were volunteers from eleven different regiments. In March, 1884, three regiments were ordered to the Mediterranean, and out of the total strength of 1700 privates there were 960 men of less than two years' service, over 500 had never fired a shot or had any instruction in musketry, and 700 of them were under twenty years of age, mere boys, in fact, who, in active service, would have passed into hospital by platoons." Generalizing from these startling details the United Service Gazette, the military journal of London, has declared that "not two-thirds of the infantry men paid, fed, and clothed as soldiers are able to do soldiers' work, i. e., take part in a campaign." We trust that matters are not quite so bad as they have been painted, but if the nation undertakes to fight Russia as well as the false prophet, while at the same time holding Ireland in subjection by force of arms, she will need an army such as at present she has not.

## WATER AS MILK.

The President of the London Society of Public Analysts makes the astonishing statement that £7,500,000 is paid every year in that city by customers for water distinguished as milk—a product nearly equal to the additional penny on the income tax of Great Britain. His experience as a public analyst has convinced him that milk adulteration is the most lucrative business in London, and that the public is practically unprotected under existing laws. He advocates increased penalties on first and subsequent convictions, a systematic correction of samples, the fixing of a definite standard of quality and the abolition of any system whereby dealers may be judged on the evidence of decomposed milk. London in this respect is evidently far behind even the smallest of American cities in practical measures for the prevention of food adulterations, the inspectors collecting samples not oftener than once a month, and imposing such trivial fines that dishonest dealers can afford to pay them many times over and still go on watering their milk as usual.

## Who is C. C. Mackenzie?

KAMLOOPS, March 22, 1885.

TO THE EDITOR:—We up here knew but little of C. C. Mackenzie until we were favored with a sight of one of his recent epistles by which he has suddenly become celebrated, and it will be said of him in after ages, as was said of the great poet, he awoke one morning and found himself famous. C. C. Mackenzie, in an obscure walk of life, conducted himself with commendable propriety a striking illustration of the truth of the proverb about putting a beggar on horseback, when, in an evil hour for both himself and those who were foolish enough to befriend him, he was foisted into a position for which he was in every respect unsuited, and which gave him considerable power to ill-use that meritorious class, the public school teachers. Even now he cannot refrain from spitefully and falsely—well knowing it to be false—accusing some of them of seeking to obtain certificates by fraudulent means and of receiving crumbs from the education office, while he himself is thankful—if indeed he is capable of exhibiting such a feeling as thankfulness—for being allowed to pick up crumbs falling from the table of the custom house and from that of poor litigants; a sad defection this from the honorable position he might be now occupying but for his malice and utter folly.

But we think it very wrong in you, dear Mr. Editor, to advise the members of the government to take no notice of his letter. Think of the serious nature of the charges he brings against them, the truth of which he almost succeeds in establishing. For example, he accuses them of not having been very polite to him! He accuses them of not having asked him to be seated when he honored them with his distinguished presence at their executive sessions! Moreover, he accuses the provincial secretary, who seems to be the head and front of his offending, of having charged him with being "vindicative." We, in our ignorance, are somewhat in doubt as to what this word means, and think it must be imported from the Chinook, Siwash or some other learned language which C. C. Mackenzie has at his finger ends.

These charges, Mr. Editor, brought forward by such an eminent character are altogether too grave to be lightly passed over, and we sincerely hope the government, for the sake of its own good name, will make every effort to vindicate itself in the eyes of an observing world.

"QUIS."

STEAMER EMMA.—Mr. Spratt has chartered the steamer Emma to Messrs Croft & Angus, of the Chemainus sawmills for a period of one year. The steamer will be employed in towing logs and barges and in general lumbering service.

## CANADIAN PACIFIC RAILWAY.

(Continued from first page.)

CONTRACT SIXTY-TWO

commences at Lytton station and was under the direction of A. F. McLeod, C. E. Here also commenced track laying last year. The contract extends from this point to six miles beyond Spence's Bridge. The scenery along this portion of the Thompson is very picturesque, not so grand as that of the Fraser, but very charming. As with the portion of the line we have passed over the railway runs along the river bank curving past the hillsides. The north side of the river several miles from Lytton is an almost perpendicular mass of rock, extending 3,000 feet above the level of the river. The rock is of peculiar formation and varied in color, layer on layer. The country is of a very dry nature, scarcely any rain falling in this section. Scrubby looking pines grow in the stoney ground in abundance. Some very high trestles span the gulches, one 90 feet in height and 360 in length having been built in three days. This of course could not be accomplished with hand labor only, and in order to meet the demand for quick work on this section, there being on it 250 trestles and wooden bridges, a machine was invented to do the work, and is known as the

BRIDGE-RAISING MACHINE.

This machine is fitted on a 28 foot inclosed car and is composed of four drums on two main shafts, two inner and two outer, both working an independent friction and run by a single cylinder 10 h. p. engine and 16 h. p. boiler, with water tank of 6,000 gallons capacity, all manufactured at the Yale shops. To raise the bridge a long steel cable is used, which is made fast on the opposite side of the gully or stream to be crossed to a stick driven in the earth, termed a "deadman." The cable is elevated on a "gin-pole," and the other end made fast to the large drum in the car. The timbers for the bridge come ready for raising from Texas Lake mill, and are run out on the cable in single pieces, lowered to their place an made fast. The bents are straightened to their places by means of a cable at the rate of about 14 bents per hour. There are seven levers on the machine, and the timbers are raised, lowered or handled in very quick time. It is estimated that five men do the work of 25, and without the assistance of the machine the rapid construction of Contract 62 could not have been accomplished. It is designed by Mr. Haney, the general superintendent. When not in use on bridge making it is utilized as a pile driver. There is more timber used on contract 62 than on any other of the line. Trestle after trestle is crossed, and some distance above Lytton we came to a tough piece of engineering work. The rock overhung the line and the engineers had to be let down with ropes over the rotten rock in order to make a survey.

We crossed the Cariboo road at Lytton which also follows the south side of the Thompson and now again cross it by a bridge the road being 80 feet beneath. We reach Nicomin, now called Thompson, where we were told the first gold was discovered in British Columbia. There is a

LOVELY FALL OF WATER

at this point over 200 feet perpendicular fall, the stream soon after adding its pure water to the bright, clear waters of the Thompson river. The mountains on the opposite shore are again become towering and rugged. About 15 miles from Lytton there is a grand view of the snow-clad mountains. This was the point the track had reached last summer when Mr. Van Horne went over the road. There is a capital road-bed all along, the nature of the country being such that this was rendered easy to secure.

Drynock is seven miles west of Spence's Bridge and is a station of the railway. A couple of miles from Drynock is the famous

MUD SLIDE

so named on account of the tendency of the land to move into the river. It is an immense deposit of mud about half a mile long and three deep at the rear of which are lakes. The mud resting on a foundation of rock, the water coming underneath and this causes the immense body to move. In the course of the year it has been known to slide several feet, the wagon road having to be rebuilt a couple of years ago in consequence of this phenomenon. We may here say that the whole road from Yale east is a series of curves, there not being a further stretch of straight road than half a mile at a time. At

SPENCE'S BRIDGE

the banks on the north side are clay and sand bluffs. In 1880 one of these immense bluffs became so saturated with water that it slid into the river, damming it up and carrying an Indian graveyard completely across, the carved sticks still elevated in the earth. The river soon percolated its way through and flows on now as serene as ever.

The wagon road crosses to the opposite shore at Spence's over a long wooden bridge. We bowl along at a good speed and a mile from town cross the Nicola river on a Howe truss bridge, two spans of 180 feet each. The work on this contract is different from that of any of the others. The work on all the other contracts is chiefly sand, gravel and clay, while that on contract 62 is indurated clay, as hard a substance as rock and as hard to remove. Powder had to be used in order to get it out. It could be cut and allowed to overhang, such is the hard and tenacious nature of the clay. In places it stands naturally a hundred feet in perpendicular, in others it is in most grotesque shapes and can be chiseled readily. The same clay forms part of the river banks.

Five miles from Spence's Bridge is camp 10, where the steam shovel is at work and with its immense bucket soon scoops a carload of ballast. When 20 cars are filled the

BALLAST PLOW

on the rear car is attached to the engine by a steel cable. The train is then taken to the spot where the ballast is to be deposited and uncoupling the engine the plow is pulled along the entire length of the train and in from one to three minutes the twenty cars are unloaded. The plow is kept to the car floor by means of two arms which are attached by clamps to the sides of the car, thus keeping it from moving either way than directly forward. One hundred men would be necessary to unload the same amount of ballast, and it would take them from fifteen to thirty minutes to accomplish what the plow does in one. Another plow is also made for the unloading of the ballast all on the one side of the car, the one described unloading it equally on both sides. To Mr. W. H. Armstrong, the master mechanic, is the credit due for this ingenious contrivance.

Two hundred men are in Camp 10, including the night shift of thirty men, the ballast train and steam shovel being kept at work night and day. Ballasting is going on at a very rapid rate, and by the 25th of April the road will be

BALLASTED TO SAVONA,

and that from Spence's Bridge to Savona will be one of the finest stretches of the road. The curves are long, the grades good, and a train will be able to travel at a speed of from forty to fifty miles per hour. The survey on the previous contract are a contrast to these being short and rather sharp, the great number of trestles being caused considerably by the necessity of keeping the wagon road open. At Camp 10 we partook of supper at the company's boarding-house and enjoyed a splendid meal, the best we had on the line.

CONTRACT 63

commences at Junction Flat, and extends to Savona from Camp 10. This contract is in charge of Mr. L. B. Hamlin, government engineer, and W. C. Mitchell, contractor's engineer. We have a long stretch of good road until we get to the great slide at the

BLACK CANON TUNNEL,

where the whole face of the tunnel caved in last year just a few minutes before the construction train arrived, delaying track-laying over four weeks. Here about half a mile of the face of the mountain has at some period sunk and spread, in some places having sunk and spread to a depth of 100 feet. It was night when we arrived at it, and huge fires were burning in order that the work might go on while the night shift was at work. To facilitate the work of the engineers a trestle work was built along the face of the precipitous bluff 1,800 feet in length. This is built in a thoroughly substantial manner and only occupied ten days in the building, the raising machine doing good work. The curves around the bluff are very acute, one being at 10 degrees, which changes to 20, again to 22, then to one of 11 degrees for the balance. The view from the car is a grand one, the rail on the track side raising perpendicular a thousand feet, while the opposite shore is one perpendicular mass of black rock rising nearly 2,000 feet. The trestle itself is 130 feet from the rushing stream beneath, which assumes the same dark hue as the rocks on which it flows. Immediately to the east side of the cannon is some extensive rock cuttings and fillings, while a mile beyond these the indurated clay has to be cut through to a height of about 60 feet. Four gangs of men were at work removing the fallen rock, one at the tunnel's mouth on a trestle 40 feet above, another on the top of the mountain preparing for a spot to slope the entrance, and one at the west side of the cave-in taking the debris through the tunnel by dump cars to the river bank. The work is going on night and day. We walked through the tunnel, which is arched by 196 arches of timber, composed of two uprights and five segments of one part square timber, the tunnel being lined with 4-inch plank packed solid. This precludes the possibility of any further fall of rock. The rock is a loose black slate formation, in uneven layers, which the action of the atmosphere loosened and allowed to fall. The length of the tunnel is 555 feet, 21 feet high and 21 feet wide, and 1,000,000 feet of timber and packing was used in it.

ASHCROFT

193 miles from Port Moody is a station of the railway. There is a cable ferry across the river here to connect with the Cariboo wagon road, trails to Cache Creek, etc. It was in the bar room of the hotel here that a murder was committed last year, the murderer making good his escape over the mountains. Harper's grist mill on Bonaparte river is on the the opposite side, two miles from Ashcroft.

We pass St. Claud, 199 miles from Port Moody, a telegraph station, and then Pennies, named after Mr. C. Pennie, through whose ranch the road passes in the centre. This is the finest ranch on the river and is well supplied with irrigating ditches which have been badly cut up by the railway. The Dominion government have been very lax in settling claims of farmers whose farms have been appropriated for the railway line. Eight miles from Pennies, we reach the famous

SAVONA FERRY,

the present end of the track. Along the Thompson for many miles below Savona are magnificent stretches of land, some rising bench above bench, and were they irrigated it would be one of the most productive sections on the continent. Where irrigation is now used any kind of fruit can be grown in great abunnance and fine quality, while cereals and roots bring an immense crop.

It was 10 at night when we arrived at Savona and we immediately retired. In the morning we crossed the government bridge and breakfasted at the hotel, after which we walked to the crest of a hill where a magnificient view of Lake Kamloops is obtained, covered as yet with an icy coat and stretching to the bend in its course about six miles. On the opposite side are bench lands sloping up from the lake and looking as smooth as though they had been artificially leveled. Procuring a boat we cross the lake where it empties into the Thompson, and walk along the grade to the site of

VAN HORNE,

where all supplies are now forwarded to the gangs engaged on construction work.

The road is graded from Van Horne to Kamloops and further on for a distance of over 50 miles. The rails will probably be laid to Kamloops by the middle of May. Van Horne is 215 miles from Port Moody and 1,170 feet above sea level. Mr. Onderdonk's contract with the syndicate commences just before Van Horne station is reached, and extends to about thirty miles beyond Eagle Pass landing. A short distance west of Van Horne station we cross a trestle 80 feet in length, and out of which 80,000 yards of earth and boulders were removed. This was placed in an embankment a short distance from this together with another 20,000 yards. The time taken to accomplish this was four months, and as the earth could only be taken from one end of the cut it was a remarkably quick piece of work.

On the shore of the lake at Van Horne station the

NEW STERN-WHEEL STEAMER

for the company's service on Kamloops lake, named the "Skuzzy," is being built, in which the engines and boilers of the old steamer are placed. Her length is 138 feet, 28 feet beam, cylinders 14½ in., 4½ foot stroke. The boiler is steel, and was previously used in pumping air into one of the tunnels. The steamer is built specially for freight, with light draught, and has a carrying capacity of 150 tons, but will probably carry an average of about 100 tons. The steamer is being constructed by Mr. J. Mitchell, of Seattle, is built entirely of native wood furnished from the company's mill, and will be ready for service so soon as the ice leaves the lake. The engines and boilers for the steamer were brought to the end of the track, on a flat car, and by laying a few rails ahead, the car was brought to the lake and hauled on the ice to the steamer.

All supplies are forwarded from this point by pack animals and teams, 150 of the former and 120 teams being used for the purpose. Each pack horse will carry 250 pounds, and the teams a load of 1,000 pounds. This mode of transportation will be discontinued so soon as navigation opens and all supplies forwarded by steamer to Eagle Pass landing. Sixty men are in Camp Van Horne working on the grade, etc. The company's ice is stored here, about 40 tons being secured for the summer season. The forwarding of supplies and the charge at the end of the track is vested in Mr. Geo. T. Kyle, a gentleman thoroughly conversant with the business. There is a large number of wooden bridges and trestles to be built between Van Horne and Kamloops.

At Van Horne our trip terminated, and the train quickly bore us back to Yale, enjoying on the way a 25 mile

NIGHT RIDE ON THE ENGINE,

between Cisco and North Bend, an interesting experience to a novice. Steam is kept up to 130 pounds, the fireman constantly throwing fuel into the furnace. The engine rushes around curves, the river 200 feet beneath; through tunnels, where every other sound is lost in the roar of the mighty machine. The locomotive sways from side to side as it curves the hillside, and causes an uneasy sensation when it leans towards the river wall.

The afternoon on the way from Yale to Hammond we also took a trip in the locomotive, obtaining a grand view of the river scenery as the train rushes along. Port Hammond is reached and the steamer is boarded, and another pleasant trip down the gulf and straits lands us in Victoria, after one of the most interesting and delightful trips that we ever experienced.

PROGRESS OF WORK.

Track-laying and bridging was almost at a stand-still until the cantilever over the Fraser was completed on 10th June, 1884, but from that date forward track-laying was pushed with great energy until Savona was reached on 3d January, 1885. The following are the totals of work accomplished during the year ending 1st March, 1885:

| | |
|---|---|
| Track laid, including side track | 100 miles. |
| Ballasted | 120 " |
| Bridges built | 84 " |

On account of the great number of trestles and bridges built there were no great stretches of track laid in one day, though in several instances two miles per day were laid, the ties being taken from behind the steel and packed by Chinamen. The rails had to be hauled from Port Moody, a distance on commencing in June of 140 miles, and ties hauled 90 miles. The hauling and laying of track was accomplished by two locomotives. The number of bridges built from 12th June to Dec. 22, 1884, was 244, while stringers were put on 47. Twelve million feet of timber was used in their construction, equal to 1,200 carloads, or 150 trains of 15 cars. The structures will average 80 feet in length and from 120 to 125 feet in height. This timber was sawn at the company's mill at Texas Lake, and prepared for putting in place. In a number of instances during the season trees were cut, converted into timber, and placed into bridges in eighteen hours' time, having also been hauled a distance of 90 miles. Notwithstanding this rapid work the road was always in good condition, and a wheel never got off during the season in laying the track. Mr. J. J. Mulhall had charge of securing the supplies for the front during the season, and was equal to the task, one requiring considerable calculation to always have material on hand for the tracklayer and bridge-builder.

Probably no better time in building a mountain road has ever been made, considering the great difficulties met with on account of the nature of the country, and the progress of construction is creditable to the energetic contractor and his worthy staff of subordinates.

EXCAVATION.

The following are the approximate quantities of rock and earth work on contract 63 to 1st March, 1885:

| | |
|---|---|
| Solid rock | 250,000 cubic yds. |
| Loose rock | 170,000 cubic yds. |
| Earth excavation | 2,100,000 cubic yds. |
| Tunnelling | 555 lineal feet |
| Rip-rap, hand laid rock, etc. | 20,000 cubic yds. |
| Timber in crib-wharfing | 90,000 lineal feet |
| Piling | 4,000 " |
| Stone filling | 8,000 cubic yds. |

MEN EMPLOYED.

The number of men at present employed on construction is:

| | |
|---|---|
| Moody to Savona (white) | 850 |
| " " " (Chinese) | 600 |
| Savona to Shickamoose (white) | 500 |
| " " " (Chinese) | 2,500 |

It is the intention to augment this force to a total of 6,500, so that the road will be completed to Savona by the 10th of June, and from that point to beyond Eagle Pass early in August in order to meet the rails from the east.

MILEAGE AND TUNNELS.

The total mileage from Port Moody to Savona is 213 miles. From Moody to Shickamoose Narrows it is 323 miles at an elevation of 1,170 feet above sea level; Moody to the summit of Eagle Pass 359 miles and 1,847 feet elevation; from Moody to crossing of Columbia river it is 367 miles and an elevation of 1,472 feet.

The total number of tunnels on the line from Port Moody to the crossing of the Columbia is 30, the greatest number being on contract 60 from Yale to Boston Bar, there being 13 on this contract, a total of 4,800 feet, there being altogether about 2¼ miles or 11,665 feet, divided as follows: Contract 92, 2,200 feet; contract 60, 4,800 feet; contract 61, 800 feet; contract 63, 555 feet; Savona to Shickamoose, 3,300 feet. There is no tunnelling from the Salmon arm of the Shuswap lake to the crossing of the Columbia.

THE STAFF.

To carry on the varied work in connection with construction, and the forwarding of supplies, an extensive official staff is necessary, and the gentlemen employed in this capacity are all thoroughly experienced in the departments of which they are the heads. The following is the list of the company's officers:

A. Onderdonk, general manager and contractor.

M. J. Haney, general superintendent.

E A. Cunningham, chief accountant.

E. McPherstage, traffic manager.

W. T. Jennings, chief engineer.

W. C. Mitchell, chief engineer, Savona.

James Erwin, superintendent construction, Savona.

J. T McKinnon, division superintendent, Moody ond Yale.

A. Lindsay, train master and assistant superintendent traffic.

Jno. Goodfellow, chief train despatcher.

Geo. T. Kyle, master of transportation.

John P. Bacon, general storekeeper.

John Trutch, auditor.

Chas. Rhodes, paymaster and cashier.

G. W. Campbell, chief timekeeper.

As we mentioned in the first part of this article, there is a work being carried on and an expenditure made of which few in the province have any accurate knowledge. The above are a few of the facts concerning it, hurriedly gathered on a flying trip over the road, and which give but a slight impression of the work.

We understand that it is the intention of the company during the coming summer to run a series of pleasure excursions over the line to end of track, and they will no doubt be taken advantage of by many who wish to view the grand and beautiful scenery and the many interesting things that are to be seen on a line of railway construction.

## Customs Returns.

The collections at the port of Victoria, B. C., for the month ending 31st March, 1885, were as follows:

| | |
|---|---|
| Duties | $86,430.61 |
| Miscellaneous | 199.68 |
| | $86,630.29 |
| Collections, March, 1885 | 65,294.28 |
| Increase | $21,336.01 |

## Two-Character Street Dramas.

(New York Post.)

A dramatic scene was enacted recently in the Rue Pierre Charron, Paris. A man of lean countenance, worn, haggard, unkempt, and thinly clothed, stood at the corner of the street, a prey to the deepest distress. Addressing the passers-by, he declared that he was ruined, and that his children had not touched food for days. Suddenly he drew revolver from his pocket, turned it toward his breast, and fired. He was raised and carried to the entrance of a house, and upon his coat being opened his shirt was found to be deeply dyed with blood. A warm-hearted member of the crowd which had assembled undertook to make a collection for the wounded man's family, and was proceeding to pass round a hat when the police came to transport the suicide to the hospital. Hereupon the suicide disappeared with the revolver and the warm-hearted man with the collection, making, it is said, until lost to sight, the best short distance time ever known in Western Paris.

## Syrup of Figs.

Nature's own true Laxative. Pleasant to the palate, acceptable to the stomach, harmless in its nature, painless in its action. Cures habitual Constipation, Biliousness, Indigestion and kindred ills. Cleanses the system, purifies the blood, regulates the Liver and acts on the Bowels. Breaks up Colds, Chills and Fevers, etc. Strengthens the organs on which it acts. Better than bitter, nauseous Liver medicines, pills saults and draughts. Sample bottles free, and large bottles for sale by Langley & Co., Wholesale Agents. w

## J. B. Ferguson & Co.

Will sell you a 5 quire package of their Columbia note for 50 cents, or 5 quire package of Lansdowne for $1. They always have the latest Seasides, Franklin Square and Lovell Libraries in stock. Blank books, office supplies, printing and wrapping paper and paper bags are their specialities, are also trade agents for Pirie's celebrated papers, and Stafford's inks. Country orders, large or small, have our prompt attention. Address communications, drawer 23, Victoria. dw

## Lobster Canning in Maine.

(Boston Journal.)

Maine has twenty-three lobster-canning establishments, which practically control the industry in the United States. The catch of lobsters averages about 15,000,000 pounds annually, something over one-half of which is canned. The Maine sardine industry is worth $25,000 a year. The Menhaden fishery brought in $663,145 in oil and crude guano in 1877, but owing to the periodic nature of the species, this kind of fishing has been practically valueless during the past three years.

## Eastern Canada Mail.

Per Northern Pacific Railway.

OTTAWA, March 21.—The Official Gazette contains the usual statement of exports and imports. The aggregate value of goods entered for consumption during the month of February, exclusive of British Columbia, was $6,832,807, as compared with $7,275,450 in February of last year. The duty collected was $83,000 more than last year. For eight months of the year the imports were $65,988,560, as compared with $69,743,857 in the corresponding period of the previous year. The exports for the last month were $3,142,394, against $3,044,000 in February, 1884. For eight months ending February, 1885, the total value of exports was $55,310,700, as compared with an export of $57,009,081 in a like period last year, a decline of half a million dollars.

BELLEVILLE, March 20.—On Wednesday night Mr. R. Richardson, Manager of the Bank of Montreal, was prostrated by a serious attack of illness whilst attending a revival service in the Methodist Church. He was able to resume his place in his office to day.

HAMILTON, March 20.—Samuel Arthur, who disappeared so mysteriously from the village of Strabane, thereby causing his friends much anxiety, has returned. He says he was on a trip through the States.

Mr. James G. McKay, the artist, died very suddenly yesterday from heart disease. The deceased was very well known and highly esteemed throughout this city. His talents and genius, together with his kindly disposition, had attached many persons to him. For many years he occupied the position of cartoonist for the Illustrated News, of Montreal. He also occupied a similiar position with grip the Gester, of Kingston, and the Mirror, of this city.

WINNIPEG, March 20.—At a meeting of the Manitoba Rights party of the Provincial Parliament last evening a demand was made for a redistribution of seats in the House and the resignation of the Ministry or non-acceptance of the terms offered Manitoba by the Federal Government.

PORT ROWAN, Ont., March 20.—John C. Piggett, of West Bay City, Mich., who recently instituted enquiries into the sudden disappearance of his brother, Marshall M. Piggett, of Malahide, on the seventeenth of last November, has at last succeeded in finding the missing man's body. While in Alymer last week he was informed by Frank Light that a body had be found by W. E. Dickenson, the west end lighthouse keeper, upon Long Point last fall. He arrived here yesterday and exhumed the body found by Dickenson. Although very much decomposed he identified it as that of his missing brother, Marshall M. Piggett. Mr. Piggett no tified John Phelan, the Coroner of Walsingham, and to-day the body was brought from Long Point, and an inquest was held at 2 p. m. The body has all the clothes upon it. A three-quarter inch new rope is passed around the thigh up the front and round the waist, then up to the neck, and wound several times around. The other end of the rope is passed up the back, fastened at the waist, then up to the neck, and all drawn very tight, which evidently goes to show that foul play had been resorted to. Dr. Geo. Stewart made an examination, and the jury adjourned to Stearn's Hotel, where an inquest was held. The evidence given by Dr. Stewart went to show that the skull was broken in several places, as more than one hard blow on the head had been administered. From the evidence given it is quite evident that Piggett came to his death by foul means.

GANANOQUE, March 23.—The large four-storey factory occupied by O. D. Cowan's wringer works, and Atkinson & Cowan, manufacturers of corset steels, clock springs, and shoe shanks, with contents, and also a frame house adjoining, were completely destroyed by fire on Sunday at 6 a. m. The steamers Rothesay and Prince Arther, laid up for the winter in Gananoque River, near the factory, had a narrow escape. Loss about $15,000; partly insured.

PORT ELGIN, March 23.—A fire broke out on Sunday morning about 2 o'clock in J. S. George's large warehouse, destroying the building and a large quantity of grain and flour. Loss about $15,000; insurance, $7,000 in Commercial Union and $4,000 in Lancashire. The cause of the fire is unknown.

## THE N. W. REBELLION.

### What Col. Houghton Says.

Colonel Houghton, D. A. G., who made a visit to Prince Albert, Carlton and Battleford last June for the purpose of taking up the arms of the infantry and mounted infantry companies at those places, in consequence of the companies having virtually ceased to exist, was waited upon by a Winnipeg Sun reporter, but stated he was possessed of no information other than what had appeared in the newspapers. As to the taking away of the arms, he stated that these companies had never been uniformed or called upon to drill. At the time of his visit Riel was in the country, and the colonel saw that there was cause for uneasiness. The people in the district did not like the removal of the arms, which, it might be stated, was not done on the colonel's recommendation, and on his return he recommended that an efficient force of some character should be maintained there. At a subsequent period the mounted posts of Prince Albert, Carlton and Battleford were strengthened, but the numbers are scarcely sufficient to suppress any serious uprising, although they might be effective at an incipient stage of any trouble. Colonel Houghton made a report to the militia department, but as it has not been made public, he does not feel at liberty to further disclose the nature of the contents. Colonel Houghton states that the arms and ammunition taken from the companies are at Battleford and Carlton in charge of the mounted police, and could be served out immediately in case an emergency should arise.

## The Northwest Rebellion.

HALIFAX, April 1.—The sixty-third rifles have been ordered to hold themselves in readiness to proceed to the Northwest territory.

WINNIPEG, April 1.—The Stoneys and Crees joined other bands yesterday. Geo. Applegate, farm instructor, and two settlers were killed. A large number of settlers' houses and all buildings in Battleford were pillaged and burned. It is expected Big Bear's band and the Fort Pitt Indians will also join in the rebellion. Big Bear, with 800 warriors, is now with Riel, who is now said to have 2,000 armed men, but no field pieces. It is not known when General Middleton will order an advance of the troops.

NEW ARRANGEMENTS.—Owing to the barque Lady Head lying at the H. B. Co.'s wharf, the C. P. N. Co.'s steamer for New Westminster will arrive at and leave Welch, Rithet & Co.'s inner wharf until further notice.

A SPECIAL excursion to British Columbia, to leave Winnipeg on the 5th April, through fare $52, is advertised.

## Our Ottawa Letter.

(From our Special Correspondent.)

OTTAWA, March 20.

A return of the stockholders of the C. P. R. on Feb. 17th, 1885, was presented to the house yesterday. Among the stockholders at that date were the Marchioness of Aylesbury, 400 shares; Earl of Ashburnham, 1,000; R. D. Buchanan and S. S. Tomkins, London, 1,800; R. B. Angus, 11,900; Administration office, Amsterdam, 53,440; Borthwick, Wark & Co., London, 1,730; Boissevain, Adolph & Co., Amsterdam, 12,730; Banque Parisienne, Paris, 6,544; Hon. John Bigelow, New York, 1,000; Earl of Clanwilliam, 3,960; A. A. Cole Linden, New York, 3,170; Lord Brabourne, 1,000; W. R. Cole, New York, 3,400; Earl of Carnavon, 2,980; R. Clarke, London, 2,000; Baron de Reinach, Paris, 652; Viscountess de Vesce, 385; R. Donaldson, Glasgow, 5,610; Earl Cairns, 210; Drexel, Morgan & Co., New York, 6,000; Lord Elphinstone, 5,453; Sanford Fleming, 1,000; F. Grenfinger, Paris, 4,901; G. Grengel, New York, 2,460; W. Heath & Co., New York, 46,000; J. S. Kennedy, New York, 7,200; Earl of Leven and Melville, 2,500; Baron Leconfield, 1,500; C. E. Loze, New York, 6,100; P. Morgan & Co., London, 400; Lord Muncaster, 1,500; Morton, Bliss & Co., New York, 26,275; McDougall Bros., Montreal, 1,025; Morton, Rose & Co., London, 76,141; L. Messel & Co., London, 4,410; Sir W. Miller, 5,000; Duncan McIntyre, 10,350; Sir John McNeill, 200; Sir Stafford Northcote, 1