The Colonist.

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THE DAILY COLONIST

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THE CITY'S WATER SUPPLY.

The number of communications we have received on the question of the manner in which an adequate supply of water for the city can be secured for an increasing population, is a proof of the deep and general interest that is taken—and very properly so—in this important subject. We trust that the City Council, realizing how important it is in the present and future interests and progress of Victoria that the question should be dealt with in a broad and comprehensive manner, will not take any hasty step, but decide to get all the information and expert knowledge on the subject before reaching any conclusion. The report presented to the City Council by the Water Commissioner on Monday last contains a large amount of very useful information, and should form a convenient basis on which to start an inquiry into the subject. Naturally the matter will fall into three distinct and separate parts. There is the question as to how far the present supply of water meets the requirements, based on the consumption per capita that is allowed in other towns in which the conditions are found to be satisfactory. Then on this will follow an estimate of what increase in the supply may be expected to be required by the growth in population that may reasonably be anticipated in the course of five, ten and twenty years. A reference to these three different periods will be useful in regard to the financial and physical details that will be involved in any extension of the capacity of the water works. The second part of the inquiry should embrace a thorough investigation of the volume of water from the present source of supply; to what extent that can be increased by enlarging the capacity of the present reservoirs (as touched on in the Water Commissioner's report to which we have referred); and also what other sources of supply are either now available or could be acquired under certain conditions. That would include the possible supply from Goldstream suggested by Alderman Fell, and also an arrangement with the Esquimalt Water Works Company. This branch of the inquiry would be completed by estimates of the cost likely to be incurred in each of these various schemes. The third part of the inquiry would embrace the financial phase of the problem, and would include suggestions as to the manner in which the necessary funds could be provided in the most economical way, and with the least burden on the taxpayers. It should also include estimates of the probable revenue that would be received from water rates and the annual cost of maintenance and operation of the works.

With this information in the possession of the City Council it would be possible to reach an intelligent conclusion on the subject, and we submit that no action should be taken that will involve the city in considerable outlays or commit it to any particular scheme until this investigation has been made. Were a railway company or any other commercial or industrial corporation about to enter on a matter of like importance, it would adopt such a method as a matter of ordinary business prudence and we fail to see why a municipal corporation should be deemed to have such superior qualifications that similar precautions are not necessary in its case. It is because of the slovenly and unbusinesslike methods that municipal bodies so often follow that municipal administration has frequently become a by-word and reproach. Even in Victoria we think it would not be difficult to point to instances of the kind and to show how the public interests have suffered thereby. This question of our water supply is one of great importance. It concerns not only the present but the future welfare of the city and the comfort and convenience of the citizens. To adopt hastily some particular scheme or to commit the city to a course that further inquiry might condemn as unwise, is certainly not a prudent or business-like procedure. It must be evident now to the members of the City Council that the question is a somewhat complicated one and not one to be settled off-hand by a vote as to whether meters shall or shall not be bought.

We propose to go more fully into some of the matters referred to in the Water Commissioner's report on another occasion. But meanwhile it would, we think, be useful to the City Council and the citizens if the Commissioner would furnish some particulars as to the annual cost of pumping under the present arrangement and what the saving in that item of expenditure would be by the abandonment of one pumping station as suggested in his report would be feasible under one of the schemes which he has promulgated. It will also be useful if he can give an estimate of what the aggregate consumption of water would be likely to be in the district in which under any circumstances the water must be pumped when that district is fully settled up and occupied. The Council should also obtain information as to the scale of charges for water in other towns on this Coast, with particulars as to the manner in which the water is supplied, whether by meter measurement, or on the size of the buildings and other circumstances. These details cannot fail to be very useful as a guide to the Council in regard to the manner in which the water should be supplied and what charges should be made for it.

AUSTRALIAN POLITICS.

Unusual interest attaches to the present situation in Australia Federal politics. The result of the recent General Election was to leave both the Government and the regular Opposition party in a minority in both the upper and lower houses, as compared with the Labor Party. For a brief period the Government existed by the sufferance of the latter party, which regarded the Opposition with less favor than it did the party in power or, to put it in another way, found more to object to in the policy advocated by Mr. Reid than it did in that which Mr. Deakin was attempting to carry out in office. But the state of suspense, or armed truce, was not of long continuance, and the Government was defeated on its Arbitration Bill—the measure which the Government withdrew in the previous session, because of its inability to carry the Bill except with the amendment demanded by the Labor Party, which it refused to accept.

The amendment in question brought members of all branches of the Civil Service within the scope of the Arbitration Act. The objections to such a proposal are so obvious as scarcely to call for reference. The State itself—as represented by Parliament and Government—would be subject to an authority of the former's creation, and which is liable to change, or even annihilation, at its will. It is in fact a proposal to set a small section of the people above the whole body of the nation. Apart from this unsound political theory, such an arrangement would, in practice, be unworkable and subversive of all discipline. What is their opinion on such a question when the people are given an opportunity to express it, was shown by the manner in which the strike of the employees on the railways in Victoria was condemned by the electors last year. Mr. Deakin stated he would resign if defeated on this question, and he has done so. The situation was such that the Governor could not call on the leader of the regular Opposition party, Mr. Reid, and he, therefore, sent for Mr. Watson, the Labor leader, who has formed a government. The outcome will be followed with interest but a stable or long-lived administration as the result is scarcely probable.

THE G. T. P. AGREEMENT.

The Dominion Government has rejected the amendments offered by the Opposition to the Grand Trunk Pacific Railway Company's agreement. We think that course will not be found in the public interests, since, as we pointed out on Tuesday last, the amendments made clear and definite what was not plainly set out in the agreement, although in the statements made by members of the Government, during the debates on the subject in the House, it has been asserted again and again that all these matters would be assured in the operation of the agreement. We shall see whether this is so or not in the course of time. But it will then be too late to take steps to protect the public interests should we find that the company repudiates any obligations of the kind.

One thing—and that of the greatest importance and interest to British Columbia—has certainly not been insisted on by the Government. That is a provision in the agreement that work on the construction of the line must be commenced on the Western end simultaneously with that on the Eastern end. In the earlier stages of the discussion on the scheme it was virtually understood that this condition would be imposed on the railway company. But when the bill which comprised the agreement was introduced in Parliament last session there was no provision of the kind in it. Now this session we have the company coming again to Parliament and asking for further and very valuable concessions—concessions some of them that only last year more than one member of the Government declared would not be granted. But surely if these additional concessions are granted to the company, the Government is entitled to claim some consideration in return. The opportunity was presented for the Government to require that construction should begin on the Coast at the same time as on the Eastern end of the line. The benefit to this Province from such a course would be very great. But under the agreement as it now stands the Company is not compelled to take that course, and can build the whole line westward from the East. That means that British Columbia will derive no practical benefit from the line until it is completed, which at the earliest is not likely to be before 1911 and may be even later than that. It is an unfortunate thing that the representatives of British Columbia seem able to exercise so little influence in the House. No one disputed the reasonableness of this request that construction shall be started from the West as well as at the Eastern end of the line. Everyone must admit that the insistence on such a course would confer great benefits on business in this Province without any additional cost to the country. Most people would consider that the company's request for additional concessions to those granted in the agreement made last year, gave the Government a most favorable opportunity to ask for something in return. But no such demand was made by the Government, according to a reply which a despatch from Ottawa states that Senator Templeman gave to an inquiry on the subject. It would be interesting to know why British Columbia should be treated so differently from the other provinces in regard to such matters. Perhaps, Mr. Templeman, as a member of the Cabinet, will confide to the people of British Columbia, how he can reconcile his quiescence or apparent indifference on this subject with his duty as one of the representatives of this Province.

THE FISHERY QUESTION.

Now that the Dominion Government has definitely stated that it intends to grant permits for the use of fish traps in British Columbian waters, it is to be hoped that neither at Ottawa nor Victoria will any effort be spared to reach a satisfactory and amicable adjustment by the two governments of all matters in controversy in connection with our fisheries. The matter is of far more importance to the Provincial than it is to the Federal Government, indeed, to the latter it is a matter of no real concern except for the surplus revenue of some $40,000 or $50,000 that it receives annually after its expenditure has been defrayed. This sum, insignificant in itself to the Federal Government, is, however, a tax on the industry which we are sure the Minister of Fisheries will agree with us should not be imposed on those engaged in the fishery, falling as it does on a class little able to bear the burden. To the Provincial Government the prosperity of our fisheries is of great importance in several ways. Consequently, at considerable expense, it maintains a department of the administration charged with the oversight and direction of the industry. But in the present uncertainty as to the respective authority and responsibility of the Federal and Provincial Governments in connection with all matters pertaining to our fisheries, it is realized that unnecessary expense is incurred by this dual administration, while there is a waste of energy and effort through the division. The Provincial Government has for several years expressed an earnest desire to reach a settlement of all the matters in controversy, but hitherto there has not been a similar spirit manifested at Ottawa. Now, however, Mr. Prefontaine, the present Minister of Marine and Fisheries, seems to realize the importance of the industry and the necessity that exists for a settlement of all questions between the two governments, so that nothing may be wanting to aid in the progress of the fishery.

We do not think there is any difference of opinion among those who have made a study of the subject, that the interests of the fishery require that it shall be under the sole control of one government and that the conditions prevailing in this Province indicate that should be the Provincial Government. The results of the past few years seem to show that measures must be taken to conserve the fishery and to secure its maintenance by the establishment of hatcheries and other means to secure a larger supply of fish. It scarcely requires any elaboration to show that the construction and operation of hatcheries by both the Federal and Provincial Governments cannot be a wise and economical method. Under the present arrangement, although the Provincial Government makes expenditures in connection with the fishery, it derives no revenue from it, while the Federal Government actually has a large annual surplus from the fishery. We trust that no time will be lost in reaching such an arrangement as shall be fair and reasonable to the Province and which will at the same time tend to assist in the development of one of our most important industries.

WAR FINANCE.

The Japanese loan, subscriptions for which closed in London on Thursday last, was a great success, it being oversubscribed twenty times. The fact that there were a great many small subscriptions indicates the popularity of Japan among the masses of the people of the United Kingdom. It was not, strictly speaking, an ordinary permanent national loan, being only for a period of a comparatively few years, and is really an issue of Treasury bonds. The terms were also tempting under present circumstances—a five per cent. loan issued at 95, thus yielding 5¼ per cent. or with the accrued interest even more than that. Of course, the wonderful series of naval and military successes which Japan has achieved, adds to her financial as well as her material credit, and has brought her financial and material advantages as the result of this loan operation testifies. The methodical and systematic way in which all their course in the war has been conducted, naturally induces the public to believe that the same qualities which are displayed by Japan's soldiers and sailors will also be found in her statesmen and financiers. Moreover, she has the London market open to her—not the least among the favorable conditions that Japan has in the contest with her formidable foe. It is probable that another loan in a similar form, although, of course, there may be a difference in the issue price, will be made within the next two months. These loans it is asserted in the semi-official Japanese press, are not made so much to raise funds for the prosecution of the war as to provide a gold reserve in order to ensure the convertibility of the note issue. In any case the operations are not likely to necessitate the shipment of any large quantity of gold to the Far East. Bullions as are the charges nowadays for carrying on war, when a single shot from a gun on a battleship represents a cost greater than that of the whole broadside of Nelson's flagship, it must not be overlooked that in many items of warlike expenditure, the cost in Japan is far smaller than it would be in the case of any one of the European powers.

LETTERS TO THE EDITOR.

AIDS TO NAVIGATION.

Sir—I have seen in the local papers several letters in reference to the buoys and beacons, etc., in these waters, and an apparent lax attention thereto which should certainly be explained by the authorities. This should be no political or personal affair, but a much more important matter, in which the safety of the commerce of Canada is affected and shipping in particular. The attempt to draw into it any politics or personal issue is only to attract attention from the main point—the safety of shipping.

NORTH.

BEHRING SEA SEALING.

Sir—It will be in order for those engaged in the sealing industry to protest against the re-opening of the fur seal question and to counteract the resolution passed by the United States Senate, giving the President authority to re-open this question for readjustment. The United States has under the finding of the international tribunal which sat in Paris about twelve years ago far more than it is entitled to, particularly in the sixty-mile limit, inside of which British subjects cannot take seals.

The Paris tribunal decided clearly that the United States had not the right of protection, or in any other way in fur seals when outside the international three-mile limit—that Russia driven back from her claim to the North Pacific as a closed sea from the Columbia river to the Arctic finally agreed on the ratification of the treaty of 1825 to confine her claim to a cannon shot from the shore—about three miles—and that whatever rights Russia had at the time Alaska was sold—the United States had now, and no more. In the face of this finding Great Britain consented to fix a sixty-mile zone outside of which British sealers must keep.

I called the attention of the Dominion government to the different points in the case, and asked if the government would resist its re-opening; but if the government of Great Britain should acquiesce in the request of the United States, would the government insist that a majority of the commissioners on the case shall be citizens of the Dominion, with a knowledge of previous arguments, contentions and negotiations—as well as a knowledge of the fur seal industry?

If our sealers in British Columbia are not satisfied with the present regulations—and in case a re-opening should be allowed—they should submit such a draft of regulations as would be fair to all parties concerned.

W. J. MACDONALD.

PROVINCIAL PRESS

That the railway situation, as it affects the Similkameen, is rapidly approaching a climax is borne out by an authentic report that a new factor in the problem has been found in the person of President Harriman of the great Burlington and Southern Pacific railway systems. It is an open secret that he and President Hill are not on amiable terms, indeed a war that knows no truce was begun upon the disallowance by the courts of Hill's Northern Securities scheme. Harriman was wounded in the Securities action and in revenge states that he will be into the Similkameen with a constructive force within 90 days of the date of the ratification of an agreement with the provincial government—hence the summer session.—Similkameen Star.

The Crow's Nest Pass Coal Company have decided to install an up-to-date system of fire protection at their collieries and have placed an order for 6,000 feet of standard 2½ cotton rubber lined fire hose, together with nozzles and other necessary appliances. The total amount of hose will be equally divided between the Morrissey, Fernie and Michel mines.—Fernie Free Press.

Notice has been given to the shareholders of the Calumet & B. C. Gold Mines, Ltd., that the company have been unable to exercise the option held on the Eva mine, under which they have been operating, and have found it necessary to effect a settlement with the Imperial Development Syndicate, Ltd., the owners of the property. Arrangements have been made with the Imperial Development Syndicate, whereby a new company is to be immediately organized for the purpose of taking over the Eva property. The new company will be known as the Eva Gold Mines, Ltd., and will be organized in British Columbia. The capital will be $500,000 in 500,000 shares of a par value of $1 each; 250,000 fully paid up shares will be issued to the Imperial Development Syndicate, Ltd., in full payment of the property.—Camborne Miner.

A bond has been given on the Lorne-Woodchuck claims on Cadwallader creek, Lillooet, and experts are expected here daily to inspect these properties. As the sum asked for these valuable properties is of a very reasonable figure there is every probability of the deal going through. The Forty Thieves group, on the South Fork of Bridge river, will probably find a buyer this year. Mr. Skinner of Vancouver and Atlin, who holds a third interest in them, has, we believe, succeeded in inducing a capitalist to take hold of these properties. An expert from Seattle is now examining the McGillivray creek mines, and recently two experts from Nelson were here viewing the mine. It is very much to be hoped for the sake of the shareholders that this property will now find a buyer.—Kamloops Sentinel.

James Campbell, who has been visiting W. M. Law for the past month, left for his home in New York on Monday. Mr. Campbell has spent four very busy weeks in the Boundary. He came here to see our mines and prospects. He saw them, and they must have given him a good impression, as he took with him two or three options on high grade properties almost within the city limits. Mr. Campbell's intentions are to get different people whom he represents in London and Paris interested in Boundary mines. He will leave New York for London and Paris the first of the coming week.—Greenwood Times.

William Macnab of Nelson, and Allan Macnab of Revelstoke, the well known C. P. R. engineers, have a brother who is managing editor of the Montreal Star. This brother, Brenton A. Macnab, had a unique honor conferred upon him the other day when he was selected vice-president of the Canadian section of the International Hall of Journalists, which meets in convention at the World's Fair, St. Louis, about the middle of this month. Mr. Macnab is to be congratulated. He is a good type of the younger generation of Canadian newspaper men.—Revelstoke Herald.

J. McDonald and J. Dilworth, of Knalt, left Kamloops yesterday for the Ootsa Lake district. They will go via Savona to Hat creek and thence follow the Cariboo road to Quesnel, from which point they will take the telegraph trail to the Nechaco valley. Ootsa lake is a large body of water, one of the main sources of the Upper Nechaco, and is in the centre of one of the finest agricultural districts in the West. This is one of the sections that will be benefited by the construction of the Boundary, Cariboo & Central railway. Messrs. McDonald and Dilworth expect to be away about six months.—Kamloops Sentinel.

That Rossland is getting the worst of the present arrangement with the Education Department in respect to the maintenance of the public schools is unanimously concluded by the school trustees, and steps are to be taken forthwith to reach a better understanding. In a nutshell, the situation is that citizens are taxed to maintain the public schools, and the average cost of each pupil's education is $50 per annum, toward which the government donates $15, leaving the balance to be raised by taxation. About thirty non-resident children are going to the schools, however, and residents have to shoulder the additional burden of $15 per head for these youngsters.—Rossland Miner.

The new bridge across the Salmon river at Ymir was opened on Monday. It is a substantial and well built structure of 100 feet in length and was constructed under the superintendence of D. A. Cameron, at a cost of $2,500. There is no strongly constructed bridge which used to be washed away every time the Salmon river got on the rampage. The new structure is so strongly constructed and so high that it is thought it will stand up even if the waters of the Salmon become turbulent and rise high in their banks.—Nelson News.

PRESS COMMENT.

Newspaper comments on the debate in connection with the Royal Commission of inquiry into alleged breaches of church law display a tendency to the state of mind in the writers. The list of commissioners has been scanned with eager curiosity as to the views supposed to be held by each member. By some they are not regarded as Protestant enough, by others as not Protestant at all, and others complain that there is not a single dissenter on the commission. We should have preferred not to see any ecclesiastic upon it, or any church official. We do not understand what the Primate, the Bishop of Oxford, and the Dean of Arches are doing in this gallery; and we think that Dr. Clifford would have been as suitable a person to inquire into the alleged disorders in the church as the president of the divorce court. We should not have minded if one of King Edward's Mohammedan or Jewish subjects had been invited to give him their advice and counsel. The commission is not an ecclesiastical synod, and has not the very remotest connection with the church. It is merely a body of persons authorized, in the name of the King, to inquire into the truth of certain statements which have been current for some time past, and interesting as its proceedings will probably be, no genuine churchman will attach the smallest importance to them.—The Church Times.

The Twentieth Century fund, formed to raise one million guineas for the extension of Wesleyan Methodist church work, has realized its ambition. The majority of the donations were in contributions of one guinea. The money has been allocated as follows: £300,000 for the erection and enlargement of chapels, Sunday schools, manses, soldiers' and sailors' homes, etc.; £200,000 for educational work; £100,000 for foreign missions; £100,000 for home missions and temperance work; £50,000 for the Children's Home; £250,000 for a Central Hall in London.—Public Opinion.

The satisfaction of having the washing done early in the day, and well done, belongs to every user of Sunlight Soap. 10B

THE BRITISH COLONIST

A. DE COSMOS, Editor.

May 15th, 1889.

The Bishop of British Columbia.—Bishop Delaney of the diocese of New York, officiated at the consecration of the Bishop of British Columbia in Westminster Abbey. This is the first instance of an American or any foreign divine taking part in the consecration of an Anglican Bishop.

Annexation of the Colonies.—Every day furnishes additional reasons for the expediency of the annexation of the colony of British Columbia to that of Vancouver's Island. What is the colony of Vancouver's Island but the town of Victoria? and that town the present emporium of British Columbia. That two distinct and separate systems of government should be kept up for both places is worse than an absurdity, especially when a heavy system of taxation will have to be laid on for the erection of public buildings and the support of government officials.

The steamer Beaver arrived on Monday evening from Langley, having on board about 60 passengers, principally returned miners. Many of them speak in gloomy terms of mining and business prospects, and predict a general stampede from the upper country. In the face of this news a number of passengers left by the Eliza Anderson.

Notice.—The Israelites of this city are respectfully invited to attend the meeting at Mr. Simpson's store, on Yates street, above Broad street, at 3 o'clock p. m., on Sunday, 22nd inst., for the purpose of securing a suitable place for a burial ground. A. Blackman, J. A. Brunn, committee.

The Indian Outrage.—Mr. Sheriff Heaton and his posse comitatus of 22 men, returned from Saanich on Monday afternoon. The posse was well armed and mounted. They had no fight with the Indians, though their risk was considerable, as they were encamped in ambush. They succeeded in capturing two Indians. They also brought down a chief and his squaw. The two Indians were placed in jail and handcuffed. The chief and squaw were provided with more comfortable apartments in the court room, for that night. It appears that they have relationship with a tribe who live contiguous to Victoria, their friendly connections were no doubt to be regarded. On the following day the two Indians captured were brought before Mr. Pemberton, and the offence of killing the cattle clearly proved against them, and they were sentenced to one month's imprisonment with hard labor.

North British Bank.—We understand that a branch of this bank will shortly be started in this city, and that the manager and clerks have arrived.

HOW TO TREAT A SPRAINED ANKLE.

A sprained ankle as usually treated will disable a man for three or four weeks. This is an unnecessary loss of time, for many cases have recovered in less than one week's time when Chamberlain's Pain Balm was promptly and freely applied. It allays the pain and soreness and quickly restores the parts to a healthy condition. For sale by all druggists.

WHOLESALE PRODUCE.

Hay is again bringing a good figure and jobbers are now offering $18 and $19, respectively, for Fraser river and Island. The latter, however, is practically off the market.

Hay, Fraser river, per ton	$18.00
Hay, Island, per ton	19.00
Straw, per ton	10.00
Oats, per ton	25.00
Barley, per ton	27.00

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FOR SALE—Heavy young draft horse for sale. 55 Johnson street. m13

FOR SALE—Five two-year-old grade Jersey heifers. Apply A. J. Potts, Macauley's Point. m11

FOR SALE—Cheap, Jersey bull. Apply T. B. McNutt, Wilkerson road. m10

FOR SALE—Canaries. Fine singers. Mrs. Lange, 84½ Douglas street. Upstairs.

EGGS FOR HATCHING—Buff Orpingtons, $2.00; special mating, $3.00; White Wyandottes, $2.00; Black Langshans, $1.50; Brown Leghorns, $1.50 per setting. Leave orders at F. W. A. Jameson's, 71 Fort street. Nothing sent C.O.D. Quick Bros., P.O. Box 187, Victoria, B. C. a14

ALL GOOD THINGS

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A supplement to the new edition has brought it fully up to date. I have been looking through the latter with a feeling of astonishment at its completeness, and the amount of labor that has been put into it.

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Cowichan Creamery Butter, lb.	.30
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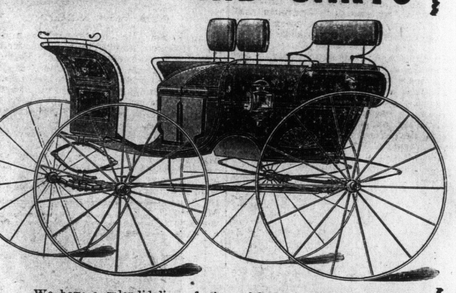

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1 lb. Our Best 40c Coffee	30	1 lb. Our Best 40c Coffee	30
2 Tin Ramsay's Crackers	25	1 Tin Ramsay's Crackers	25
4 lbs. Rice or 2 lbs. S. W. or Bayou Beans	25	8 lbs. Rice or 10 lbs. S. W. or Bayou Beans	50
1 Bottle Extract Vanilla or Lemon, 2 oz	20	4 lbs. Sago or Tapioca	25
1 lb. Tea, (your choice)	50	1 Bottle Ext. Vanilla or Lemon, 8 oz.	50
3 pkts. Jelly Powder (any brand)	25	2 lbs. Tea (your choice)	1 00
4 lbs. Prunes, 40-50s	25	3 Pkts. Jelly Powder (any brand)	25
3 pkts. Fry's Cocoa	25	8 lbs. Prunes, 40-50s	50
1 Bottle Ammonia or 1 bottle Excelsior Furniture Polish	25	3 Pkts. Fry's Cocoa	25
1 Tin Canned Cherries or Raspberries	25	1 Bot. Ammonia or 1 Bot. Excelsior furniture polish	25
2 Large tins St. Charles Cream	30	5 Pkts. Seeded Raisins or 5 lbs. Best Cleaned Currants	50
2 lbs. Seeded Raisins or 2 lbs. Cleaned Currants	20	1 Tin Canned Cherries or Raspberries	25
2 Tins Pineapple	30	2 Large Tins St. Charles Cream	30
2 Tins Blueberries	25	1 Tin 12-oz. Royal, Shilling's or Price's Baking Powder	35
1 Large bar French Castile Soap	35	1 Sk. B. & K. Rolled Oats	30
1 Bottle Sauce (Stretton or Mellor's)	25	1 Bot. Lime Juice	25
1 Bottle Tomato Catsup	10	1 Jar Wild Rose Honey	25
1 Pkt. Parlor Matches	20	1 Pint C. & B. Pickles	30
1 Sack Salt or 1 lb. Carb. Soda	10	6 Pkts. Fairbank's Tar, Sanitary or Fairy Soap	50
1 Tin White or Black Pepper	10	2 Tins Pineapple	30
1 Tin Dev. Ham (Armour's)	10	2 Tins Blueberries	25
		2 Pkts. Icing Sugar	25
		1 Large bar French Castile Soap	35
		1 Bot. Sauce (Mellor's or Stretton's)	25
		1 Bot. Tomato Catsup	10
		1 Pkt. Parlor Matches	20
		1 Sack Salt	25
		1 Drum or Trunk Washing Starch	75
		1 Pkt. Grape Nut, Force or Malta Vita	15
		1 Tin Spice, Pepper, Cinnamon or Ginger	10
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LOCA

(From Friday's Daily.)

(Ladysmith Lively.—Ladysmith looking up. There is a great scar of dwelling houses just now. Ther hardly a vacant house in the place.

Gold Guarantee.—It having been timated from Ottawa that the gov ment was disinclined this year to re its annual grant to the gold guara fund, which is maintained for the pose of inducing miners to bring t gold dust to this city, the council the board of trade framed a strong peal for generous treatment at the ha of the government. This has been warded to Victoria's representatives the Commons for presentation to government.

Exchange for Ladysmith—Ladysm it is expected, will soon have a t phone exchange of its own. Mr. E. Johnstone, of Victoria, secretary of company operating telephones in Capital City and Nanaimo, and long distant lines between these poi has been in Ladysmith in the intere of his company and received 42 app cations for instruments, with more follow. He expressed the opinion th a few days would see the work of stalling the system commenced.

Big Pulp Concession.—As announc in the Colonist yesterday morning t little steamer Kootenay, the prope of Capt. J. W. Troup, has been p chased by parties who will take t to Bella Coola where she will be us for cruising purposes. In this conn tion it develops that the Bella Coo Development Company has just quired valuable pulp mill property, co prising 300 miles of tidal land, cover by some of the best timber in Briti Columbia. The officers of the ne company are Charles H. Baker, pre dent; A. E. Williams, vice preside and managing director; R. M. Thom son, secretary; J. B. Hart, attorne and the First National Bank of Sea tle, treasurer. The board of directo is made up of C. H. Baker, preside of the Snoqualmie Falls and Whi River Power Company, Seattle; A. E Anderson, Seattle, vice president, the Mason County Logging Compan and secretary of the Simson Loggin Company; A. E. Williams, lumbe man, Seattle; William G. Tanner, S attle, and R. H. Thompson, Tacoma A party of ten timber cruisers and su veyors went north last evening on th Danube, and development work is t be pushed vigorously.

Fernie Damage Suits.—A great arra of provincial legal talent is now assem bled in Nelson. Mr. Joseph Martin K. C., Mr. E. P. Davis, K. C., an Mr. E. V. Bodwell, K. C., are ther to attend the trial in that city of th Fernie explosion damage suits agains the Crow's Nest Pass Coal Company Limited, in connection with the calamit of two years ago. The gentlemen wil all appear in behalf of the company an will be assisted by Mr. G. G. S. Lind say, K. C., general counsel for the Crow's Nest Pass Coal Co., with head quarters in Toronto; and by Mr. Sher wood Herchmer, of Fernie, the com pany's solicitor. The cases, which were formerly numerous, have since been down to five, and with the prominen legal talent engaged it is probable that the trial will be memorable.

(From Saturday's Daily.)

Miners' Licenses.—At the end of May all free miners' licenses expire by statutory limitation. In order to avoid any danger of trouble in connection with this matter license-holders should take occasion to renew them before the end of the month.

To Pulp Limits.—Sailing on the Danube on Thursday evening were J. Colby, hydraulic engineer, and W. F. Best, one of the directors of the Quatsino Power & Pulp Company. They will look over the water power and part of the pulp limits of the company. They expect to return in two or three weeks.

Smelter Returns.—Clermont Livingstone, local director of the Tyee Copper Company, Ltd., has issued the following, showing the smelter returns for April: Smelter ran 30 days, 6,715 tons of Tyee ore smelted, giving a return, after deduction of freight and refining charges, of $80,373.

Horticultural Society.—May 31st is the last day for receiving entries for the special prizes offered by the Victoria Horticultural Society to amateurs who do not employ gardeners or help of any kind, for the best kept cottage garden. This includes the general appearance of the flower garden, paths and lawn. The entrance fee is $1. First prize, $15; second prize, $10; third prize, $5.

Looking for Trouble.—The customs officials on the Sound are neglecting no opportunity to stir up trouble with Canadian lines competing for business, to Sound points. For carrying a passenger from Skagway to Seattle on other than what is considered a continuous voyage, the C. P. R. Company has been fined $200 by the United States customs officials. The passenger in question arrived on the last trip of the steamer Princess May. On his arrival here he was transferred to the company's steamer on the Victoria and Seattle run, the Princess Beatrice, and taken on to his destination. The violation of the law in point is a technical one, the authori-

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