

PORT HAMMOND JUNCTION.

The auction sale of this new townsite, by J. P. Davies & Co., auctioneers, was held on Thursday, 30th August. The attendance was large and the bidding spirited. Mr. Joshua Davies, the auctioneer, stated that only a limited number of lots would be offered, and the selection could be made by any one naming the number of the lot to be put up; that when any lot was offered and received two bids, it would be sold; that there was no upset price on any lot, and that the only reserve the owners made, was the right to stop the sale when they desired.

Port Hammond Junction is located on fine rising ground on the north bank of the Fraser River, in the heart of the garden land of British Columbia, where active railway operations are now in progress.

The railway station house, freight and engine sheds have been built on a centrally situated block of fifteen acres, which was selected and reserved by the Dominion Government. It is about eleven miles above New Westminster and fourteen miles from Port Moody to the Point where the Canadian Pacific Railway first strikes the river. Its situation commands the entire trade of New Westminster City and the district below Langley, and will probably become the terminal point of river steamboat traffic. It is the intention of the Canadian Pacific Navigation Co. to commence immediately the construction of a wharf, having made large purchases at this embryo city.

There were fifty-three lots sold at prices ranging from \$230 00 down to \$55 00, according to size and location. Building is to be commenced upon a number of the lots as soon as work on the wharf is commenced.

GIVE IT TO THE GIRLS.—Give your daughters a thorough education. Teach them to cook and prepare the food of the household. Teach them to wash, to iron, and to darn stockings, to sew on buttons, and to make their own dresses. Teach them to make bread, and that a good kitchen lessens the doctor's account. Teach them that he only lays up money whose expenses are less than his income, and that all grow poor who have to spend more than they receive. Teach them that a calico dress paid for fits better than a silken one unpaid for. Teach them that a full healthy face displays greater lustre than fifty consumptive beauties. Teach them to purchase, and to see that the account corresponds with the purchase. Teach them good common sense, self-trust, self-help, and industry. Teach them that an honest mechanic in his working dress is a better object of esteem than a dozen haughty, finely dressed idlers. Teach them gardening and the pleasures of Nature. Teach them, if you can afford it, music, painting, etc., but consider them as secondary objects only. Teach them that a walk is more salutary than a ride in a carriage. Teach them to reject with disdain all appearances, and to use only "Yes" or "No" in good earnest. Teach them that happiness in matrimony depends neither on external appearances nor wealth, but on the man's character. *Philosopher.*

COST NOT COUNTED.

A reporter of the Montreal *Star* recently interviewed Mr. Van Horne, with the following result:—

"We are," said Mr. Van Horne, "at this season of the year at the very height of our expenditure, and it is safe to say that we are spending \$100,000 a day. We have about eighteen thousand employed in construction alone, and with our service hands I suppose the total number of employees will nearly amount to twenty-five thousand in all, and we are giving employment to all laborers who are presenting themselves, and who are fit to work. To-night or to-morrow morning we will be at the foot of the Rockies, and our track will be laid to Calgary. I have just received a report from Major Rogers that the pass through the Selkirk Mountains exceeds his most sanguine expectations, that it has turned out to be one of the finest mountain passes ever seen, and in fact that the difficulties to be overcome are not nearly so formidable as anticipated. Our line is now located through from Montreal to Kamloops, and with anything like good luck we will be through to that point, where we join the Government work, in about two years."

"How much will it cost per mile through the Rockies?"

"We don't know."

"Have you not estimated the amount beforehand?"

"The Canadian Pacific Railway," replied Mr. Van Horne, bracing himself up and speaking as if he wanted the reporter to understand that he meant every word he said, "has never estimated the cost of any work; it hasn't time for that; it's got a big job on hand, and it's going to put it through."

"Well, but if you haven't estimated the cost of the construction through the mountains how do you know that you have sufficient funds to push the road, as you are currently reported to have?"

"Well, if we haven't got enough we will get more, that's all about it."

HOW TO TREAT THE HANDS.—Scrapes will not chafe or injure the hands even if kept a long time in it, if on taking them from the suds they are thoroughly sponged, or dipped in lemon juice or vinegar. The acid destroys the corrosive effects of the alkali and makes the hands soft and white. Indian meal and lemon juice, used when washing the hands when roughed by cold or hard work, will heal and soften them. Vinegar will answer if lemons are not easily obtained. Rub the hands in this, then wash thoroughly, and if you have it, after drying, put on a few drops of glycerine. Those who suffer from chapped hands in the winter will find this comforting, and will make sewing much easier.