Council Takes A Fresh Start

Declines to Drop Angeles Ferry By-Law and Will Confer With Principals.

A Major Williams' Clover Point Range Plan Accepted--A Wire Inspector.

As indicated would be the case, in the Colonist of yesterday, the city council at their meeting last evening had presented to them a letter from President C. A. Cushing, of the Port Angeles Eastern railroad, in which it was stated with positiveness that the ferry by-law as amended and re-amended by the aldermanic board would not meet with acceptance by his company—on which ground he asked that this by-law be no further proceeded with.

The reading of this important communication brought from Ald. Hayward an expression of regret that negotiations in which many citizens were interested should terminate thus impotently, with a suggestion that a conference be arranged between the council and the ferry promoters in the hope that a better understanding might be brought about and a fresh start made.

This conference seems likely to be deferred, however, until the council has completed the consideration of the by-law, and prepared it to meet the views of the majority of the board. It will then be for the ferry people to show in what particulars it fails to meet their wishes, with argument as to the alleged unfairness in these particulars.

Following out this decision, the committee consideration of the by-law was further proceeded with last evening, when at the suggestion of opponents of the by-law on former occasions, some slight corrections were introduced—chiefly in the allowance of a non-operation of steamers on Sunday; permission for the company to use a wooden or steel steamer as they may and most convenient to secure; and the substitution of a provision that the steamer must be built in Victoria, for the previously adopted condition that it must be built here by Victoria workmen in any event.

The committee stage had not yet been completed when the session of the evening came to an end.

Only two other features developed in the course of the evening—the proposition of Major Williams with regard to a new rifle range at Clover Point, and the road thereto, being accepted—and Mr. R. H. Sperling being chosen as inspector of electric wiring, on a third ballot.

The letter from Mr. Cushing was one of the first items of the evening's business, and its reading was listened to with marked attention, not only by the aldermanic board, but by a numerous gathering of ratepayers outside the inner circle. The document was as follows:

Victoria, Oct. 23, 1899.

To His Worship the Mayor and Board of Aldermen of the City of Victoria:

Gentlemen: I take this opportunity of informing you that the by-law now pending before you in relation to the Victoria and Port Angeles ferry, as amended and altered by you, cannot be accepted by us, and that further action by you in relation to the same would be useless, as far as we are concerned. We feel, however, that a proper respect for your honorable body and for those good citizens of your city who have unselfishly borne the burden of advocating and representing the proposition demands from us at least a brief statement of the reasons and causes which at this time impel us to take the stand we do.

Some time ago it was deemed advisable by certain of your citizens and ratepayers to communicate with us as to the possibility of procuring a car ferry and steamer connection between this city and the city of Port Angeles to connect with the Port Angeles Eastern Railroad. This led to a definite proposition by us to build and equip such vessels and make one trip daily between these cities, guaranteeing a transcontinental connection via Port Angeles and Olympia, for a subsidy of $17,500 per year for a period of 20 years.

A public meeting was called by your citizens to discuss the proposition, with the result that it was unanimously endorsed. A petition was duly signed by more than 70 per cent. of the ratepayers praying your honorable body to introduce a by-law embodying the proposition so endorsed, and in accordance with the prayer of the petition such a by-law was introduced, and at the present time it, or rather its mutilated remains, is in the hands of the committee, so altered and amended as not to be recognized as the proposition we made, or as the by-law petitioned for by the ratepayers.

We feel that before closing this communication we should briefly refer to a few of the amendments that you have seen fit to make.

First, you cut the subsidy down one-half; this is not the time or place for us to show that our proposition was a liberal one: that matter was considered by the ratepayers when they endorsed the proposition. Suffice for us to say at this time that we made no proposition to give this service and connection for the sum of $8,750.00, and the ratepayers did not petition for the introduction of such a by-law.

The next amendment requires us to make two trips daily with the passenger steamer, instead of one as contained in our proposition, and as contemplated by the by-law petitioned by the ratepayers. That is to say, you cut the subsidy in two, and then you double the service. It goes without saying that a steamboat company will make as many trips as will pay, but to be compelled to make two daily trips without regard to whether or not the business demands it, is certainly an onerous exaction. We would be only too willing to make two or three trips daily if the business would warrant it, but we cannot be bound to do so, without regard to the demands of the traffic. We made no such proposition; the ratepayers petitioned for no such by-law, and we are compelled to reject it.

The next amendment is that the steel steamer and the car ferry shall be built in Victoria. We feel that the gentlemen who supported this amendment have not fully considered the sweeping effect of its provisions. It lacks all the elements of a business proposition. The by-law provides that the steamers shall be built and running within one year from a certain date of this year. It also provides that a failure on our part to have the steamers running by that time shall work a forfeiture of the subsidy. The amendment limits us to the shipbuilders and foundries of Victoria.

Assuming that the shipyards and foundries of this city are equipped to build such vessels, what is the result of this amendment? We are simply at the mercy of the shipbuilders; they can charge us what they please; they have under this amendment an iron-clad monopoly. To earn this subsidy we have within a limited time to provide and have running two steamers—one a car ferry and the other a steel steamer of a high rate of speed, and both to be built in this city.

What is to hinder these shipbuilders from demanding from us, and enforcing their demand, whatever price they please? Absolutely nothing. Again, it is usual to demand from the shipbuilders a bond for the faithful performance of the contract according to the plans and specifications within the time provided. Could we make any such demand from the shipbuilders of Victoria? They would simply laugh at us, and point to your amendment and tell us that we had to give them the contract without any bond; in other words, they could charge us what they please, and give us any old thing for a vessel, and we have to submit.

Gentlemen, it is not in accordance with our business methods, and with all deference to the opinions of the mover and supporters of this amendment, we beg leave to doubt that it is not in accordance with any known business methods. We therefore respectfully decline the amendment and reject the by-law as so altered.

In conclusion, it is a matter of sincere regret to us that we are compelled through your actions to take this step. We believe—mistakenly, it may be—that the people of this city desire this connection. We also desired to cultivate closer relations with you, believing that it would be mutually beneficial. We believe that your citizens, if given the opportunity, would have so expressed themselves.

In any event, the matter would have been decided. You have come to a different conclusion, and it is not for us to say nay. We feel that the majority of you gentlemen are opposed to this by-law; that the amendments so far carried by you are utterly destructive of our proposition; that we are in the position of guests who are in danger of outstaying their welcome. We therefore, while it is time, withdraw, thanking you one and all for the time and attention you have devoted to this matter.

Respectfully yours,
C. A. CUSHING,
President Port Angeles Eastern Railroad.

Speaking of this communication, and prefacing a motion with reference to it, Ald. Hayward observed that when the by-law first came before the council it was decided with practical unanimity that the subsidy should be $8,500 per year, this figure of course applying to the by-law as it at that time stood. Since adopting that amount, however, the council had seen fit to double the service requirements and add numerous other onerous conditions. These it was that the company now objected to. He thought, inasmuch as the council had been quite agreed on the proposition that the ferry would be worth a subsidy of some figure from the city of Victoria, no steps should be left untaken to adjust differences of opinion; arrive at a clear understanding as to how far it would pay the city to go; and see that no beneficial bargain was permitted to pass. A conference with the principals in the ferry projected would, he thought, go far toward clearing the way for profitable action. The entire scheme should be carefully gone into—and holding to the wisdom of such a conference, he moved that the communication be tabled, and the principals in the ferry proposition be invited to meet the members of the board for a conference.

This motion found a seconder in Ald. MacGregor, although that gentleman expressed his doubts as to whether any good would result. He held that the actions of a majority of the board showed them disposed not to act fairly toward the ferry proposals, and observed that the people of Victoria were much more ready to give the ferry company fair play than these opponents in the council.

Ald. Beckwith saw no advantage in the suggested conference. He thought that the council understood the proposition clearly already, and, proceeding to the consideration of Mr. Cushing's letter in detail, disputed the correctness of his assertion that the people had petitioned for opportunity to vote a by-law involving any specific amount of subsidy. He held, too, that the promoters of this scheme were a vacillating quantity. They would assent to one proposition one day, and on the next repudiate it entirely. For example, President Cushing now said, and friends of the by-law had said elsewhere, that no subsidy under the amount originally proposed, would be considered by the company. On the other hand Ald. Hayward had justified his vote for the measure on second reading by intimating that he had assurance a smaller sum would be accepted. He would like to know from Ald. Hayward who his authority might be.

Ald. Hayward replied that he had had excellent authority for saying, as he had, that the promoters of the ferry would accept $12,500 instead of $17,500 annually, under the by-law as originally drafted. He had therefore first proposed this sum when the by-law first entered committee. The council negativing the proposition, he had then moved to fix the amount at $10,000, remarking that this was the figure he had himself regarded as fair to all parties—although he had not had any reason to say that $10,000 would be accepted. He had been thoroughly of opinion that the $12,500 would have been accepted; he still believed it. He had good authority for so believing.

Ald. Brydon also dissented from the propositions of Mr. Cushing's letter. The ratepayers, he said, could not have asked for the submission of the by-law as originally drawn, inasmuch as when they signed the necessary petitions for the by-law it had not yet been regularly drafted. He opposed the suggested conference as not likely to result in anything more definite or satisfactory; and resented the general tenor of Mr. Cushing's letter as insulting to the citizens of Victoria.

"He seems to look on us as a lot of thieves and robbers," indignantly ejaculated the alderman, fixing his eye upon Ald. Hayward.

"Address the chair, if you please," said the Mayor, whereupon Ald. Hayward chuckled audibly, and

Ald. Williams rose to inquire:

"Do I understand your worship to insist that an alderman shall address the chair whenever he refers to 'thieves and robbers'?"

Ald. Humphrey did not anticipate any especially beneficial result from the conference, but did not oppose it.

Ald. Beckwith and Brydon were, however, actively antagonistic to the motion, and moved as an amendment "that the letter be received and filed."

Ald. MacGregor again urged the desirability of a conference, as alike fair to the interests of the city and the ferry promoters, and also went into the details contentions therein embodied. He another communication, supporting the swered Ald. Brydon's contention that the ratepayers could not have petitioned for the by-law in its original form—that by-law not then having been drafted—by pointing out that it was upon the memorandum of the citizens' petition that the by-law in its unmutilated form was drawn.

"If we have such a conference as has been asked for," asked Ald. Beckwith, "will we be able to ascertain the name of Ald. Hayward's informant as to the company being ready to accept a reduction?"

This brought Ald. Hayward again to his feet. He did not see, he remarked, why Ald. Beckwith should do him the honor of being so persistent in his endeavor to secure information concerning his business. There surely were matters of confidential communication that an alderman was not bound to speak of. He had said that his informant was one in whom he had the fullest confidence, and he thought this should suffice for public information. If Ald. Beckwith personally was so anxious for facts, so sincere in his desire for information as he claimed to be, would it not be the better plan for him to drop his persistence in the endeavor to find out whom he (Ald. Hayward) had referred to, and assent to a conference at which he would have opportunity to learn directly from President Cushing whether or not his company would accept a reduced subsidy. This, it appeared to him, was the question—not the name of a particular gentleman which he had not seen fit to mention.

Ald. Beckwith replied that he was prepared to accept Ald. Hayward's explanation, and

Ald. Kinsman (through the Mayor) asked if, should the amendment prevail, Ald. Beckwith intended to go ahead with the by-law, after filing President Cushing's letter.

"That is a question for the chair," said Ald. Beckwith.

"The by-law will of course come up in its regular order," answered the Mayor.

On the point of whether the council possessed power to alter the amount of subsidy before submitting the by-law to the people, Ald. Brydon requested an opinion from the city solicitor.

That official's answer was in the affirmative.

Ald. MacGregor said that a contrary view was held by one of the best lawyers in the city whom he had consulted.

Mayor Redfern looked upon Mr. Cushing's letter as premature. The time for the ferry promoters to take exception to the by-law as the council presented it would be when the council was through with it, and the company came forward to make the deposit of expenses and ask for its submission to the ratepayers. Then it would be quite in order for the company to say wherein they could not accept the measure, and at this stage of the proceedings a conference might with advantage be held. The company could not say as yet what the by-law would be like when the board were through with it—he had himself several amendments under consideration in the direction of lightening the burden of the company. It was on these grounds—that the company's objections were wrongly timed—that he proposed to vote for the amendment—and proceed with the by-law.

The Mayor's vote being counted with those of four members of the board, the amendment was declared lost on a tie.

Ald. Hayward's resolution was then agreed to, and on names being called for, they were recorded as follows:

For—Ald. Hayward, Stewart, MacGregor, Williams, Kinsman, Humphrey, Cameron and Beckwith—8.

Against—Ald. Brydon.

Subsequently the by-law was returned to committee, when

At the suggestion of the Mayor, the operation of the freight steamer was made compulsory two trips daily, but "Sundays excepted."

Ald. Beckwith moved in a similar direction with regard to the passenger steamer—that it should make two trips daily on each week day, and but one trip Sundays.

Ald. Stewart emphasized the necessity for a day each week for steamer "layup" in order that the vessel might be kept in good condition, and eventually it was agreed that the Sunday exception should also apply to the passenger craft.

Ald. Beckwith next introduced a motion to the effect that at least one of the daily trips should be made in daylight. This, however, he subsequently abandoned under pressure.

At Ald. Humphrey's initiative the word "steel" before "passenger steamer" was omitted, leaving it optional with the company whether they build in wood or steel.

The same alderman moved to substitute a new clause for sub-section "D," providing that the steamers must be built here and registered and operated under the Canadian register—not that it should be imperative that they be built by Victoria workmen. He insisted, however, that all supplies should be bought and loaded here.

Ald. MacGregor looked upon this provision as one that no company could accept.

It was heartily supported, however, by Ald. Cameron and Beckwith, and prevailed.

It was at this stage that the committee rose, reporting progress.

In the ordinary business of the evening, H. M. Grahame, for the Douglas Estate, directed attention to the disgraceful condition of Cook street from the Fairfield road to Dallas road, his communication in this respect being referred to the engineer for report. Incidentally Ald. Humphrey stated that it was the intention of the board to do the work referred to.

From the board of school trustees (by Inspector Eaton) came a letter stating that a special committee had made thorough inquiry into the subject of the education of deaf mutes, and had reported that in their opinion the council would be justified in making a special appropriation of $100 toward the support of the classes undertaken by Miss Merritt until the 31st December—these classes being under the supervision of the school board.

The committee had also formed the opinion that the assistance given toward the individual education of the deaf and dumb in various parts of the province would, if devoted to such an object systematically, be sufficient to maintain a provincial school for British Columbia deaf mutes. Under these circumstances it was suggested that the council urge upon the provincial government that such an institution be established.

The subject went pro forma to the finance committee for report, being received favorably by the board.

Explaining an apparent misapprehension in connection with his application for the position of inspector of electric wiring, R. H. Sperling wrote that if appointed he would make the required inspection "at a cost to the consumers of one-half of the amount as laid down in the original draft of the by-law."

Later in the evening the matter of the appointment was taken up, there being six applicants in all. On the first ballot R. H. Sperling received five votes, E. R. Hedgman three, and A. R. Snelling and A. Toller one each. The second ballot dropped Snelling from the list and gave the vote to Toller. The third round gave the appointment to Sperling, with six votes, Hedgman having three, and there being one spoiled ballot.

William Whittaker asked permission to replace his barber pole at the edge of the sidewalk. It was pointed out that similar privileges had been refused others, and the council was therefore compelled to refuse permission, with an intimation that discrimination could not be considered, and the rule had been adopted to have no poles on the outer edges of the permanent walks.

F. W. Vincent and 53 other residents of the South ward urged immediate attention to the unsanitary drain emptying into the harbor over tide-lands, and suggesting the continuation of this drain over the flats to deep water. The matter was referred to the city engineer for immediate report as to cost, it being emphasized that the work suggested is imperative.

On the recommendation of the city engineer it was decided to construct a stone crossing immediately at the corner of Government and Courtney streets, and another at Government and Broughton; also that the tramway company be requested to forthwith construct a guard-rail for the Rock Bay bridge.

The contract for printing the voters' list for the current year was awarded to the British Columbia Printing & Engraving Corporation (the Province company), at the price of 85 cents per page, the only other tender being that of the Colonist, at $1.10.

Ald. Humphrey raised the question as to whether the work would be done here in the event of the Province getting the contract.

Ald. Williams assured the council that it would. Not only did the Province do all its work of this nature here, he said, but a great amount of work for Vancouver city and Vancouver business men.

From the special committee appointed to consider the requests from Major Williams in connection with the new rifle range at Clover Point, came a report recommending that the desired work be done, and the road built—this road not being, however, required until spring. The report was adopted forthwith.

So also was a report from the electric light committee advising the re-winding of an extra armature; and one from the finance committee, providing for appropriations of $4,162.07. The passage through all its stages of the Municipal Elections by-law, 1899, completed the evening's business.

Prior to adjournment, however, Ald. Williams again brought forward the necessity for an electric light on Craigflower road, in the vicinity of Mr. James Dunsmuir's residence; and secured from the city solicitor the assurance that the demands of the traffic that cars on Douglas street shall be operater to the extreme limit of the track, ance that he was making all possible

PICTURE OF HIS DEAD FATHER.

Queer Freak in a Tin-Type, to Which the Photographer Swears.

To sit for a photograph and have it turn out to be a precise likeness of one's deceased father is a sort of uncanny proceeding that does not happen frequently. There is a young lady in charge of a modest little picture gallery at Broadway and Convent street, who maintains with all seriousness that an effort on her part to reproduce the features of an elderly customer in a tin-type, resulted in producing a photograph of the man's sire. The young lady does not undertake to explain the phenomenon—she only "knows that it happened, that's all."

The young lady is Miss Eva Dondeville. She has charge of a little photographing establishment in a tent pitched on a vacant lot opposite the old French market. She does not own the business, but conducts it for the proprietor. Miss Dondeville appears to possess the qualifications of a first-rate press agent, but in this case she maintains that she relates nothing but the truth. When asked for her experience with the picture, she manifested a reluctance to enter into the subject, but overcame it without much trouble.

"Some time ago," she said, "an old German gentleman not more than 5 feet tall, and about 65 years old, walked in and asked to have a tin-type taken. He had a smooth face, save for a sort of fringe-like beard under his chin. I posed him before the camera in the attitude he wanted, which happened to be sitting on a chair with his arm resting on a small table. I went about the work in my customary manner. When I developed the plate, I was astonished to find that the picture was altogether different from what it should have been. Instead of a little man seated at a table the tin-type showed a tall man standing immediately behind one. And the face of that man was entirely different from the one of the man who had sat in front of the camera. The picture was of a man at least 80 years of age, and had full, long whiskers, reaching almost to his waist. You can imagine my feelings of alarm when I looked on the strange picture. Collecting myself, I went to the sitter and explained that I would have to make another tin-type of him, as the first effort had turned out a failure. He wanted to see the picture, and when he had looked at it a few seconds, he cried in broken English: "Mein Gott, that is a perfect likeness of my father, who has been dead for many years.' These words frightened me more than ever, but the man insisted that the photograph was the image of his dead father, and would not listen to me when I wanted him to let me destroy it and make another of him. He said he would not give it up for anything, and, paying me more than I asked, he left the shop. He spoke such bad English that I could not understand him well, and the only thing that I learned about his personal affairs was that he lived somewhere on Eighth street.

"He evidently presumed that because the picture I tried to make of him turned out to be a likeness of his dead father, that I used some spiritualistic process in taking tin-types, for a few days after a woman came into the place and asked to have a tin-type made of her dead mother. I explained that it would be impossible for me to fill her order; and that if I could make pictures of dead people, I would not be in business in a little tent. She left, but gave me the impression that the little German had told her that I had made a picture of his father for him."—St. Louis Globe-Democrat.

THE MOLSONS BANK.

Forty-four years' successful operation of a bank is a good test of its stability, and that test the Molsons has stood with credit to itself, having never failed to make and pay its half-yearly dividend. On Monday last the directors submitted to the forty-fourth annual meeting of the shareholders their report for the past year, and that report is a highly satisfactory one. The bank which was established in 1855 with one office in the city of Montreal, has been gradually extending its usefulness to business men in the provinces of Quebec, Ontario, Manitoba, British Columbia and the Northwest Territories, its branches now numbering thirty-eight. The shareholders have every reason to be gratified with the large measure of success which has attended the past year's operations, not only on their own and the bank's account, but on account of the great improvement in the business condition of the country which the report reflects. The bank's influence is being largely extended and with the increase to its capital which was authorized at the meeting it is safe to predict that next year's statement will be even more gratifying than that submitted at Monday's meeting. The report shows that the net earnings for the past year, after making full provision for bad and doubtful debts, were $289,888, which is equal to very nearly 14½ per cent. These exceed the net profits of the preceding year by $30,697, which is a goodly sum. Out of this two half-yearly dividends at the rate of eight per cent. per annum and a bonus of one per cent. were declared, after which, with the amount carried over from last year, $81,020, there remained the sum of $190,909 at the credit of profit and loss. Out of this sum $125,000 was transferred to rest account, $10,000 was written off bank premises, and $15,909 was carried to the credit of profit and loss. The addition to the rest account brings up the amount at the credit of that account to $1,625,000, which is 81¼ per cent. of the total paid up capital. In thus strengthening the reserve fund of the bank the directors have fortified the institution in a manner which must lend additional strength to the market value of the stock which is now selling at 207 per cent. compared with 200 offered a year ago.—Shareholder and Insurance Gazette.

General Statement of Affairs on 30th September 1899.

LIABILITIES.

Capital, paid up		$2,000,000 00
Rest Account	$1,625,000 00	
Rebate in full on Notes Discounted	80,000 00	
Profit and Loss Account	15,909 47	
88th Dividend	80,000 00	
Bonus of 1 per cent. to Shareholders	20,000 00	
Dividends unclaimed	298 00	
		1,821,207 47
Interest, Exchange, etc. reserved	163 790 11	
Notes in Circulation	1,935,545 00	
Balance due to Dominion Government	40,912 08	
Balance due to Provincial Governments	92,809 81	
Deposits not bearing Interest	2,383,881 15	
Deposits bearing interest	10,164 530 93	
Due to other Banks in Canada	241,944 47	
		15,023,413 55
		$18,844,621 02

ASSETS.

Specie	$327,728 27	
Dominion Notes	960,677 50	
		1,288,405 77
Deposit with Dominion Govt. to secure Note Circulation		100,000 00
Notes and Cheques of other Banks		526 108 25
Due from other Banks in Canada		131 534 78
Due from Foreign Agents		371,259 83
Due from Agents in United Kingdom		10 504 08
Dominion Government Debentures		325 444 15
Canadian Municipal and other Securities		681,616 40
Canadian, British and other Railway Securities		589 236 49
Call Loans on Bonds and Stocks		605,081 25
		$4,629,501 00
Bills Discounted and Current	13,753,441 00	
Bills past due (estimated loss provided for)	69,130 23	
Real Estate other than Bank Premises	77,648 05	
Mortgages on Real Estate sold by the Bank	1 481 43	
Bank Premises at Head Office and Branches	300,000 00	
Other Assets	13,529 31	
		14,215,230 02
		$18,844,621 02

THE RETAIL MARKETS.

Apples Are Very Scarce and Obtained Principally From California—Advance in Beef.

A shortage of the Eastern crop, as also the unsuccessful attempt through rigid inspection to place the Ontario fruit on the market last year, is now having its effect on the retail apple demand and supply. While apples had a year ago to be peddled about the streets, this year retailers are sometimes put to their wits ends to fill orders. More California apples are being imported than for years, there seemingly is no less risk involved in handling them than the Eastern product. There appears to be but one all apple noteworthy feature to the retail markets this week, and that is that prime pieces of beef and veal now bring 18 cents a pound, or 3 cents more than former quotations:

Current quotations are as follows:

Flour—	
Ogilvie's Hungarian, per bbl..$	5.50
Lake of the Woods, per bbl	5.50
Leitch's, per bbl	5.00@ 5.50
O. K., per bbl	5.00
Snow Flake, per bbl	5.00
Calgary, Hungarian	5.50
Premier, per bbl	5.50
XXX Enderby, per bbl	5.00
Grain—	
Wheat, per ton	27.00
Corn (whole), per ton	26.00@28.00
Corn (cracked), per ton	27.00@30.00
Oats, per ton	25.00@30.00
Oatmeal, per 10 lbs.	40@ 50
Rolled Oats (B. & K.)	4
Rolled Oats (B. & K.), 7-lb s'k	30
Barley, per ton	27.00@30.00
Feed—	
Hay (baled), per ton	12.00@15.00
Straw, per bale	50@ 75
Middlings, per ton	23.00@25.00
Bran, per ton	20.00@22.00
Ground Feed, per ton	24.00@26.00
Vegetables—	
Potatoes, per 100 lbs.	1.25
Water Cress, per bunch	5
Watermelon	40@ 60
Cabbage, per lb.	3
Cauliflower, per head	10
Lettuce, 4 heads for	25
Onions, per lb.	3
Onions (pickling), per lb.	3@ 5
Cherkins, per lb.	25
Tomatoes	5@ 10
Beans, per lb.	10
Peas, per lb.	5
Cucumbers (Island), each	10
Cucumbers (Cala.), per doz.	25
Radishes, 2 bunches for	5
Carrots, per lb.	3
Turnips, per lb.	3
Fish—	
Salmon (smoked), per lb.	15
Salmon (spring), per lb.	8@ 20
Oysters (Olympian), per pt.	50
Oysters (Eastern), per tin	60
Cod, per lb.	8
Halibut, per lb.	9@ 10
Herring	6
Smelts, per lb.	10
Flounders	8
Crabs, 3 for	25
Farm Produce—	
Eggs (Manitoba), per doz.	25
Eggs (Island, fresh), per doz.	30
Butter (Delta creamery)	35
Best dairy	25
Butter (Cowichan creamery)	35
Cheese (Canadian)	20
Lard, per lb.	12½@ 15
Meats —	
Hams (American), per lb.	18
Hams (Canadian), per lb.	18
Bacon (American), per lb.	15
Bacon (Canadian), per lb.	14@ 16
Bacon (rolled), per lb.	12@ 16
Bacon (long clear), per lb.	12½
Shoulders, per lb.	14
Beef, per lb.	8@ 18
Mutton, per lb.	10½@ 15
Veal, per lb.	12@ 18
Pork, per lb.	10@ 15
Venison, per lb.	8@ 12½
Grouse, per brace	1.00@ 1.25
Fruit—	
Bananas, per doz.	30@ 40
Lemons (California), per doz.	20@ 25
Lemons (small)	10@ 15
Oranges (California seedlings)	20@ 25
Valencia Oranges, per doz.	25@ 35
Apples, per lb.	5
Crab Apples, per lb.	4
Peaches, per lb.	12½
Grapes, per lb.	10
Pears, 3 lbs. for	25
Local, per lb.	5
Poultry—	
Dressed Fowl, per pair	1.50@ 1.75
Ducks, per pair	1.60
Turkeys, per lb. (live weight)	20@ 25
Duck (dressed), each	85

INTEREST IN GAMBLING.

Vancouver City Council Taking Steps to Post Themselves as to Games in That City.

Vancouver, Oct. 24.—The city council's curiosity as to gambling has been aroused by the fact, recently reported in the Colonist, that a minister had been a spectator of a lively scene on a recent Sunday morning. At a meeting last night the council discussed the advisability of compelling the Colonist correspondent to attend and tell them all he knows, but finally decided on the more elaborate plan outlined in the following resolution:

"That the city council sit on Wednesday at 3 o'clock as a committee to investigate the charges, as far as possible, to see if it is necessary to have a judge of the Supreme court hold a commission of inquiry; also that the clerk advertise the fact, asking those in a position to adduce evidence to attend and do so."

Receptions En Route.

Volunteers Cheered Along the Line as They Speed Eastward.

Revelstoke Citizens Turn Out En Mass to Give Them a Send Off.

The British Columbia volunteers who are speeding East over the C.P.R. to join the Canadian South African contingent are receiving a rousing reception all along the line. At Revelstoke yesterday the citizens turned out en masse to give them a parting cheer. The Revelstoke Rifles, school children and city band were formed at the station and showed the boys that all British Columbia was proud of them. The band played the national anthem and the children sang patriotic songs and presented the men with flags and bouquets. At other places they were enthusiastically cheered as the train whirled past.

Of course none of these "send-offs" equal that given by Victoria on Sunday evening, and that the volunteers appreciate it is shown by the expressions contained in telegrams received here. Yesterday Mayor Redfern received the following despatch from Private O'Dell: "Boys would like unmounted photographs taken by Savannah outside drill hall. Wire me price. Tell everyone that we shall never forget that magnificent heartfelt send-off." The photos went forward this morning, the committee having anticipated the request.

Several of the men received private mementos of the occasion, Sergt. Jos. R. Northcott, for instance, having received from Col. Gregory just before the train left Vancouver, a wrist time piece. The Colonel took it off his own wrist and buckled it on the wrist of Sergt. Northcott. The latter also received a gold watch from his father, Assessor W. W. Northcott, just before his departure.

Seghers Council, Y. M. I., met on Monday evening and decided to forward to Pte. Anderton, a member of the council, a fitting memento. This was secured yesterday and forwarded by express to Quebec.

As it is necessary to forward the balance of the purses from the citizens without delay, the committee will hold a final meeting this afternoon. With the exception of one or two all the promised subscriptions have been handed in and it is expected that when the accounts are made up there will be $50, if not more, for each man, in addition to the $25 already handed them. The following additional subscriptions were received yesterday:

About twenty miles from Kyne island on the mainland a rich gold find has also been discovered which gives great promise. Thirty tons of ore from it were shipped to Tacoma on the Cottage City, and if the results are anything like what is expected, regular shipments will in future be made.

Seems as if all the things we like disagree with us, and all the things we don't like agree with us. Dyspepsia lurks in most of the good things we eat, and indigestion follows the gratification of appetite. Of course it isn't Nature's fault. Nature does the best she can, and if a man will only help her a little bit at the right time, he may eat what he likes and as much as he likes. Dr. Pierce's Pleasant Pellets are for people who are troubled with indigestion. Particularly for those in whom it manifests itself in the form of constipation. The "Pellets" are quick and easy in their action. They are in perfect harmony with Nature. They effect a permanent cure. You need take them regularly only a little while. After that, use them occasionally when you need them—when you have eaten anything that disagrees with you. They may be taken just as freely as you would take water or any other necessity of life. Once used, they are always in favor.

EPPS'S COCOA
GRATEFUL COMFORTING
Distinguished everywhere for Delicacy of Flavour, Superior Quality, and Nutritive Properties. Specially grateful and comforting to the nervous and dyspeptic. Sold only in ½-lb. tins, labelled JAMES EPPS & Co., Ltd., Homœopathic Chemists, London, England.
BREAKFAST—SUPPER
EPPS'S COCOA

Skeena River Mining Co., Ltd'd Liability.

NOTICE OF MEETING.

An extraordinary general meeting of the shareholders of the above company will be held at the offices of Messrs. Hunter & Oliver, 21 Bastion street, Victoria, B. C., on Monday, the 6th day of November, 1899, at 12 o'clock noon.

Business: Sale of the company's mineral claims, and affairs of the company generally.

This meeting is called by C. W. D. Clifford, trustee, and holder of one-fourth of the issued shares of the company, under and by virtue of the company's by-laws, and of section 2 of the Companies' Act Amendment Act, 1893.

No. 289.

"COMPANIES ACT, 1897."

Certificate of the Incorporation of "The Arctic Slope Hydraulic Mining Company, Limited," "Non-Personal Liability."

(Capital, $1,000,000.)

I hereby certify that "The Arctic Slope Hydraulic Mining Company, Limited," "Non-Personal Liability," has this day been incorporated under the "Companies Act, 1897," as a Limited Company, with a capital of one million dollars, divided into one million shares of one dollar each.

The registered office of the Company will be situate in the City of Victoria, British Columbia.

The company is specially limited under section 56 of the said Act.

The objects for which the company has been established are:

(a) To acquire and take over certain leases and mining rights, water rights and mill rights, now owned by the Omineca Consolidated Hydraulic Mining Company, Limited, The Honorable Sir Charles Hibbert Tupper, K. C. M. G., Frederick Peters, Q. C., George C. Hinton, The Honorable Thomas R. McInnes, T. R. E. McInnes, J. T. Bethune, William Grant, George L. Milne, M. D., and C. N. Black, all of the City of Victoria, British Columbia, and Lieut.-Col. S. W. Ray, of Port Arthur, Ontario, and for that purpose to enter into and carry into effect with or without modifications the agreement entered into on the twenty-third (23rd) day of May, 1899, between the said the Omineca Consolidated Hydraulic Mining Company, Limited, of the first part, and the Honorable Sir Charles Hibbert Tupper, Q. C., K. C. M. G., Frederick Peters, Q.C., George C. Hinton, The Honorable Thomas R. McInnes, T. R. E. McInnes, J. T. Bethune, William Grant, George L. Milne, M. D., C. N. Black and Lieut-Col. S. W. Ray, and also to acquire any other hydraulic mining properties, leases, mines, mineral claims and mining properties within the Province of British Columbia:

(b) To manage, develop, work and sell the said mining properties and leases of the Company and any other mining properties, rights or privileges which may hereafter be acquired:

(c) To win, get, treat, refine and market the minerals from said mines and mining properties:

(d) To do all such things as are incidental or conducive to the attainment of the above objects.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 26th day of June, one thousand eight hundred and ninety-nine.

[L. S.] S. Y. WOOTTON.

je29 Registrar of Joint Stock Companies.

LAND REGISTRY ACT.

IN THE MATTER of the "Land Registry Act," and in the matter of the application of Marion Henrietta Baker, of the City of Victoria, Province of British Columbia, for a Certificate of Indefeasible Title to all that piece or parcel of land lying and being in the City of Victoria, and being composed of Lot Sixty-five (65) and part of Lot Sixty-six (66), Yates Estate, forming part of Section Ten (10), Victoria District, and more particularly described as follows, viz.: Commencing at a point on the south side of the Gorge Road two hundred and twenty-five feet (225) from the northeast corner of said Lot Sixty-six (66), thence running parallel to the east boundary line of said lot one thousand and thirteen feet (1013) to the shore line of Victoria Arm, thence westerly along said shore line to the western boundary line of said Lot Sixty-five (65), thence northerly along said western boundary line of said Lot Sixty-five (65) seven hundred and ninety-five feet (795) to the south side of said Gorge road, thence easterly along the south side of said Gorge Road to the point of commencement, which said piece of land contains twelve (12) acres more or less.

NOTICE is hereby given that it is my intention to issue a Certificate of Indefeasible Title to the above lands to Marion Henrietta Baker on the 27th day of January, 1900, unless in the meantime a valid objection thereto be made to me in writing by some person having an estate or interest therein, or in some part thereof.

S. Y. WOOTTON,
Registrar General.

Land Registry Office, Victoria, B. C., 25th October, 1899.

DIED.

EBERTS—At the residence of her daughter, Mrs. A. Rocke Robertson, 35 Gorge road, Victoria, on the 21st inst., at 5:20 p.m., Mary Bell Eberts, relict of the late Wm. D. Eberts, of Chatham, Ont., in her 81st year.

CAMPBELL—On the 20th inst., at his residence, Constance avenue, Esquimalt road, John D. Campbell, a native of Dingwall, Ross-shire, Scotland, aged 69 years.

BORN.

M'KILLICAN—On the 17th inst., at the residence on Cadboro Bay road, the wife of H. A. McKillican, of a daughter.

FORTY-SECO

Receptio At

Western Volunteer tertained by C the Cap

Tarte Refuses to Fly Over P Buildin

Date of Sailing Been Definitel Upon

From Our Own Corresp

Ottawa, Oct. 28.— greeting was tendered the Far West by the c to-night. The Atlantic hours late in its arrival fact that rain had bee for hours, and that th train was somewhat u thousand people assem tion to cheer the Britis As the train steamed in band of the Forty-Third the National Anthem cheers were given for th bians.

Col. Hodgson, of the presented Capt. Blanch the company, to the M ment from the Coast on the platform and I dressed them. He c men upon their soldi upon being living with perial sentiment. He would do their duty and always be found with foe. In the contingen would constitute a not they would find worthy men drawn from differe all Canadians. He w speed on their journey to Canada.

Capt. Blanchard in dress, expressed the g British Columbia deta splendid reception tende assured the Mayor tha his charge were animat desire to do their duty, fied that Canada would to feel ashamed of them

A number of Ottawa forward and presented delicacies, such as fresh

On the call of the M perfect roar of cheers Columbians. An order break rank was given boys mingled with the pressing forward to sh the British Columbians. that a little Hobsonizin as it was dark at the tim was great this stateme verified. The men ha they were once more giv cheer, the band playin Grenadiers," and windin Lang Syne." The tra Montreal.

SAILING INDE

Montreal, Oct. 28.—A the departure of the S indefinite. The Allans her leave for Quebec th the original plan of send not carried out.

Three railway syste Trunk, Intercolonial Pacific, have decided t cursions from Montrea the 29th and 30th insta pose of giving the peopl of witnessing the demon attend the departure of the Ancient Capital wh sails