

THE CITY'S BUSINESS.

Mayor Redfern and Ald. Partridge Dispose of Their Difference of Opinion.

Victoria's Assessment for the Current Year—No Free Water for Sampling Works.

Last night's meeting of the city council produced, as had been anticipated, a crossing of swords between His Worship the Mayor and Ald. Partridge, chairman of the fire wardens, with reference to the inquiry conducted by that committee on Thursday evening last. Both expressed themselves fully, and then the adoption of the committee's report upon the subject matter of the investigation finally closed the incident. This was the only debate of the evening, the remainder of long list of business was expeditiously disposed of.

LETTERS TO THE BOARD.

The order of communications did not contain any business of special general interest. William Nicholas asked, on behalf of himself and other residents of Oaklands, for a sidewalk on Oakland avenue. Referred to the streets committee. Joseph Knox offered \$10 for the old wagon now stored in the market building. Ald. McCandless, laughingly suggested that a man so brief and business-like should get the wagon for nothing. The council thought best, however, to refer the matter to the streets committee. B. H. T. Drake, on behalf of the Fifth Regiment Cricket Club, applied for permission for that club to store their materials under the bandstand during the coming season. The permission was granted on a tie vote, with the condition that the club pay to the council the amount of the insurance premium so long as they continue to use the bandstand.

The secretary of the Victoria Wheelmen's Club, H. B. Ellis, submitted the suggestions of that organization with regard to the bicycle by-law now before the council. This letter went to the streets committee. Drake, Jackman & Helmecken wrote in reference to the appropriation of a portion of the farm of G. H. Wilson-Brown for water works purposes—this land had been valued by arbitration at \$273, which amount Mr. Brown declined to accept until his fence had been moved back by the city. This communication went to the water commissioners and the city engineer for a report.

From the city clerk of St. John, N.B., came the following:

Sir:—The city of St. John is now in position to appeal to the Privy Council from the judgment of the Supreme Court of this province making absolute the rule to quash the assessment against one Timothy Burke, a Dominion employe, and is desirous of doing so. The assessment in Canada will share the cost in connection therewith. As the object of such appeal is to test the rights of municipalities to the income of Dominion government officials, a matter in which all cities and municipalities are interested, and as it is hardly just that one city should bear the sole cost of such an appeal, more especially as in the event of the decision being against the corporation no movement to secure legislation in the matter from the parliament of Canada would be effective, that was not joined by the municipalities generally, it has been thought desirable that the principal cities throughout the Dominion with a view of ascertaining their willingness to share with the city of St. John the cost of such an appeal, place this communication before your council as early as possible, and by contributing towards the cost of such appeal. I have the honor, Sir, to be, Sir, your obedient servant, (Sd.) HERBERT E. W. ANDREWS, Common Clerk.

Mayor Redfern commented that this was a subject in which the city of Victoria was not interested, owing to the laws in this regard being different in the different provinces. He said the city had no powers in the levying of income tax, this being a prerogative of the province. Under these circumstances he did not think it would be wise for Victoria to make any expenditure of money as suggested. The board concurred in the view of the case, and the St. John authorities will be so notified—the communication being filed.

CITY CLERK Blevins of Toronto wrote:

TOLEDO, April 23, 1897. Sir:—By direction of the city council I forward you for the consideration of the council of your municipality the petition to the application of the Bell Telephone Company of Canada. Will you be good for signatures in your municipality, and when fully signed to be returned to me, or if you think best, forward by yourselves to the Governor-General in Council; and further have a copy of the petition laid before your council at an early date for its approval, and the signature of the head of the council and the municipal clerk, with the seal of the council appended thereto, and when thus attested either return the same to me or forward it direct to the Governor-General in Council. Your obedient servant, (Signed) JOHN BLEVINS, City Clerk.

Ald. McCandless pointed out that this was something in which British Columbia was interested, and it was decided to place the clerk of Toronto to notified that Victoria cannot assume the payment of any part of the expense of the proposed commission. The petition is in opposition to the telephone company's application for permission to increase their service rates, and suggests a commission to inquire into the telephone service costs and profits. A. McDermott and 50 other residents of James Bay asked that a sidewalk of standard width be laid on the sidewalk from Erie street to the park. J. Davies and four other applied for a sidewalk on the north side of Backley street. Both applications will be considered by the streets committee.

DEPARTMENTAL REPORTS.

First in the order of reports was that from City Engineer Wilmot with reference to the Beaver Lake filter beds, which is published in full elsewhere in this issue. It was read by the clerk, and Ald. McGregor and Partridge moved

that it be "received and filed." The latter alderman at the same time pointed out that the report came at the eleventh hour, and although he had heretofore warmly championed the city engineer's bill, he did not say that he was far from pleased with his record in this matter. He had not done right by the city, nor had the clerk of the works, and the alderman now regretted that he had been instrumental in securing the latter's appointment. He certainly had failed to give the city the services he had been paid to perform.

The report was read. City Assessor W. W. Northcott submitted the assessment roll for the present year, the figures, subject to amendment by the court of revision being: Land assessment, \$10,832,900; Improvements assessment, 6,018,900. Total, \$16,851,700.

The finance committee recommended disbursements to the amount of \$2,299,650, the several accounts being passed for payment. Ald. Partridge, for the fire wardens, made full inquiry into the circumstances of the injury to callman Charles Palmer, the committee found no blame attaching to anyone.

In this connection Mayor Redfern asked the attention of the board on what he supposed would be termed a question of privilege. He referred to the article appearing in the Colonist of Saturday week, under the caption of "Sun-day and in Haste," and desired to tender his thanks to the writer for the heartiest laugh he had enjoyed in reading it. He said that he had enjoyed an explanation to be given to the committee. He briefly reviewed the circumstances of his misunderstanding with Ald. Partridge and maintained that as Mayor the fire department affairs were not his direction as much as those of any other civic department. He had regarded the matter, which had threatened the life of more than one citizen, as deserving of most serious inquiry, and was of opinion that the evidence should have been taken under oath and kept for reference. It was for this reason that he had taken the steps he had in the matter, the law placing it upon him to direct the method to be adopted in administering the affairs of the corporation. However, the committee had seen fit to hold the inquiry as they had been quite willing to let the matter and there. If the council wished to adopt the report he would interpose no objection; if not, he would have the matter thoroughly investigated and a properly constituted and conducted court of inquiry.

Ald. Partridge also had a question of privilege in the same connection, and he too reviewed in detail the history of the difference with the Mayor. The latter maintained, had no occasion to interfere and no right to act as he had—his fire water commissioners having no authority for or desired an investigation under oath. As for the mayor, although they desired to work in entire harmony, he was not willing it was to be understood that they did not know him at all in the management of the department affairs. His interference had not been called for in the present case, and he (Ald. Partridge) wanted it clearly understood that he would not receive dictation from the mayor of this or any other matter, the business committed to his special charge.

In his conclusion, Ald. Partridge's remarks, the mayor again stated, although he did not consider that the inquiry had been properly convened, he was willing if he had been called upon to report of the committee. Or if it was desired he would cause a proper investigation to be made. Ald. Partridge to the contrary, and urged that the matter be an insinuation of crookedness in the inquiry, and the Mayor promptly explained that he had meant no reflection upon the integrity of the fire wardens. His point was that the report, being neither on oath nor signed, was valueless as the paper on which it had been written was not signed.

Ald. Partridge announced that the committee of which he is chairman would stand up or fall by the report presented, and being put to a vote, was unanimously adopted by the council. Tenders for the erection of a shed on the market grounds were sent to the committee and purchasing agent for award.

The first sitting of the court of revision, on motion, fixed for June 15, the court decided that the appeal provided for the granting of W. J. R. Cowell's request for free water in connection with his sampling works; and the bicycle by-law stands over for yet another week.

COUNT ITO IS COMING.

A cablegram was received last week by Hon. T. Nossé, Japanese consul for Canada at Vancouver, announcing the departure of His Excellency Marquis Ito from Yokohama for Victoria, India, due here on the 19th instant, as Ambassador Extraordinary to the Emperor of the Japanese. There are several other high dignitaries among his suite, including Marquis Kido, a lord chamberlain.

The Marquis Ito has been well known to the world as an able statesman. It was he who conducted successfully the political part of the recent war between Japan and China. He had been the prime minister of the realm for the previous ten years, and had played a most prominent part in politics both at home and abroad. Japan will distinguish herself most prominently at the jubilee in the person of His Imperial Highness Prince Takehito, who was already left Japan by the French mail steamer—the Marquis Ito representing the nation and the government. The Prince is one of the Emperor's nephews, and is at present a vice-admiral in the Japanese navy. He received his naval education at Green-which some fifteen years ago, and is a personal friend of many of the Queen's sons and grandsons. It is expected that he will return to Japan after the jubilee celebration by the Canadian route.

What We Inherit We are not to blame for. We cannot be held responsible for the sins of our ancestors, and the which we derive from our stock, nor are we responsible for the sins of our neighbors, nor may we manifest ourselves in our blood heritage from former generations. But we are responsible if we allow these sins to develop into serious diseases which will impair our vitality. It is our duty to take the necessary steps to eradicate by the use of Hood's Sarsaparilla, a powerful blood purifier. This medicine has made for the rich, red blood, and established perfect health in place of disease.

TOTALLY DESTROYED.

The Sealing Schooner "Maud S." Strikes on North Island and Seals Her Fate.

Narrow Escape of Captain and Crew—Loss \$12,000, Partially Covered by Insurance.

A gale of wind, a dark night and a treacherous coast line were the three potent factors in the destruction of still another of the unfortunate sealing fleet, the schooner Maud S., commanded by Capt. McKiel and owned by Messrs. McKiel & Smith. The news of the disaster was received through the arrival of the steamer Danube from the North yesterday morning when Capt. McKiel with his crew returned to tell the story of his ill-starred venture. Where the vessel struck is North Island, which lies to the northwest of the Queen Charlotte group. It was while rounding a point leading into Dixon's strait on the 23rd of last month that the misfortune occurred. Captain McKiel noticed a dark shadow on the afternoon of that day, and gave orders for the vessel to be put about, and was running for shelter. The storm, however, overtook the vessel before she was able to reach the shore, and a strong gale blew from the south and the schooner fell in torrents. The schooner was driven in spite of all efforts towards the shore, and before the crew could be lowered in time to take hold she struck a rocky point which pinned her hard and fast. All but Captain McKiel, a white member of his crew, two Indian hunters and a boy immediately left the vessel in their canoes. They had no sooner gone than the wreck, struck by a heavy wave, was thrown on her side, the masts and rigging her from turning turtle. Then came the critical time for the crew, who were awaiting their opportunity to make the jump of their lives into the raging surf. All luckily alighted well on their feet and were able to reach shore safely. In the meanwhile every surge of the sea was pounding pieces of timber and craft and it was but a short time before she was a mass of splintered wood. One box of biscuits was the only thing in the line of provisions saved but it was so badly damaged that it was of no use. The last of the crew, a serious hour of distress, they had made a fire on shore and so far as their shipmates who had taken refuge in the canoes returned for them next morning, when they were taken ashore by which lives not far distant. For a time all lived on clams and fish, but Maset was unable to head for, though not reached in a week. Another week passed as Maset when all left in a swish schooner for Port Simpson, where continuing with the Danube for Victoria was made.

The loss of the schooner and her entire outfit means a loss of \$12,000, pretty well covered by insurance. The schooner was a 97-ton craft, the schooner around here from Halifax in '91, having formerly served as a tender to some of the whaling vessels. Capt. McKiel has been on the vessel on every cruise she has made in these waters, but never has he been on there during a so-called rough weather. It was on the 20th of February last when he left Victoria on his last expedition. He carried a crew of nine whites, and a complement of twenty men with twenty Indian hunters, picked up at Village Island, Barclay Sound. The schooner returned from there he had eleven canoes, purchased by free miners during the past month and to be taken to Clondyke by way of the Pass, and reaching the Pass on the 10th of April. The canoes, however, were only lowered three and only 11 were killed up to the time of the wreck.

POINT ELLICE DISASTER. The action of Gordon vs. Corporation of Victoria and the Consolidated Railway Company is fixed for trial at Vancouver to-day. This is the first action for damages arising out of the Point Ellice disaster, and is brought by Mrs. Gordon for the loss of her husband's life. The late Mr. Gordon, it will be remembered, was killed by the train of the C.P.R. on the 10th of April, 1896. Mr. C. W. Taylor for the plaintiff; Mr. L. J. Taylor for the defendant; and Messrs. L. J. Taylor, E. F. Davis, Q. C., and A. E. McPhillips for the Consolidated Railway Co.

In Koksilah Quarry vs. The Queen, before the Full court yesterday, the manager of the Bank of British Columbia, after which argument on the question of the time for the appeal was heard, judgment being reserved. A motion was made in Bowness vs. the City and Tramway Co. for leave to appeal to the Privy Council from the judgment of the Full court refusing to strike out one of the defendants. The motion was made on behalf of the Tramway Co., leave being granted to appeal on depositing \$200 as security for costs. Mr. A. E. McPhillips for the Tramway Co. (appellants); Mr. W. J. Taylor for the city, and Mr. D. G. Macdonell for plaintiff (respondent).

SHOW THEM UP TO THE PUBLIC. As the public—particularly the ladies—are so often swayed by pro-loving merchants and dealers, it is well that people should have an example of what is done in the sale of certain package dyes for some dyeing. The makers of common and adulterated package dyes sell their crude colors to the public, and the public who buy these cheap dyes are made to pay ten cents for each pound, and are made to pay ten cents for each pound. A handsome profit is made for the dealer. No wonder he uses every endeavor to sell and substitute his poor dyes for the famous and reliable Diamond Dyes.

The Diamond Dyes, that all live and honest dealers in Canada handle and sell, cost a good deal more money, yet the public is made to pay ten cents for each pound, and the dealer who sells only allows the dealer a fair profit.

But mark the difference, ladies! The cheap dyes are made in a filthy and unclean way, and the dealer who sells them is making a profit for the profit of the manufacturer and the dealer, while the Diamond Dyes are made for the profit, pleasure and blessing of every home dyer.

THE CITY.

CAPTAIN WILLIAM GRANT forwarded to London, Eng., via Victoria, this morning eight and a half casks seal skins—the first shipment that has been dispatched this season.

REV. SOLOMON CLEAVER officiated on Sunday at the funeral of Mrs. Wilson of Farquhar street, the pallbearers being W. J. Crull, A. Lind, P. Young, C. McKenzie, G. Mitalatte and C. Peterson.

At a largely attended meeting of the Sons of St. George last evening, Mr. W. Kent was presented with a valuable gold watch chain, originating in the most recent of the term ending with the late President, W. H. Price.

No word has yet been received from Superintendent Husey, and it is now feared that the Methodists have arisen to prevent his immediate return from San Francisco with the prisoners secured for the robbery of Chalmer, Mitchell & Co.'s Rossland house.

The following delegates from Victoria will attend the Methodist conference which opens in Vancouver on Wednesday: D. Spencer and Jno. Jessop, of the Metropolitan church; Walter Morris and J. H. Thomas, of the Centennial church; and Justin Gilbert, of the James Bay church.

VICTORIA enterprise is to be represented at the great Swedish exposition, the opening of which were given in the "Colonist" several weeks ago. The British Columbia display will be that of the Frankman & Ker Milling Company, and will be similar to the one shown made by the same firm at the World's Columbian Exposition in Chicago, when their rolled oats swept all before them.

A well attended meeting of a new mission of the Anglican church was held at Colquitz hall, Carey road, on Friday last. Rev. G. W. Flinton, rector of the parish, occupied the chair, Messrs. Wilton, Thomas, and J. H. Thomas, churchwardens, and the following gentlemen were placed on the church committee: Messrs. A. R. Daniels, C. H. Hopkins, W. Layrite and J. H. Monk, Mr. Garnham, being elected as delegate to the rural-deaconal conference.

CORONER CROMPTON intends visiting Metchoin to-day to conduct an inquest upon the body of a little two-year-old daughter of Mr. and Mrs. Van Slyke, who was drowned in the well at her parents' home on Sunday. The cause of the accident which reached town yesterday were to the effect that the child while left playing about the farm yard succeeded in squeezing through the pickets of the little font by which the well was guarded, and before she was missed had met her death.

The church parade of the First Battalion on Sunday morning was a conspicuous success, the men as usual presenting a most creditably clean and neat appearance, and Colonel Gregory being heartily congratulated by several old soldiers, notably General Roberts, on the appearance of his command. At the church the usual interesting special services for similar occasions, the church wardens of St. John's having made every arrangement for the reception and comfort of the visitors.

The first-shipment of the large order placed with Simon Leiser & Co., of this city by the Alaska Commercial Co., was despatched to San Francisco on Sunday evening for the purpose of being transferred to one of the company's steamers for St. Michael's direct. Another order for Yukon goods for the Yukon miners during the past month and to be taken to Clondyke by way of the Pass, and reaching the Pass on the 10th of April. The canoes, however, were only lowered three and only 11 were killed up to the time of the wreck.

JOHN ROSS, who ten days ago disappeared from his usual haunts in town, under circumstances leading to the conclusion that he had committed suicide, was found dead in the woods near the Gorge Hotel last Sunday. A knife found in a coil of rope indicated that he had used it to cut his own throat. He was found with a revolver in one chamber, and a revolver which he had answered his inquiry. A jury of which Mr. William Ross was manager yesterday heard the evidence in the unfortunate affair and returned a verdict of suicide. The funeral will take place this afternoon.

MAIL communication with the West bound mails to Clondyke is of very rare occurrence, hence the announcement that Thomas Fawcett will leave Victoria for the Yukon on the 14th inst., taking with him a letter mail for that region, will be welcome news to those having friends in the far northern parts of the continent. Mr. Fawcett is an employe of the Interior Department at Ottawa, and will visit Fort Oudaby, Forty Mile Creek, Clondyke, Dawson and other points on the Yukon. Letters for these points should be mailed in this city not later than the evening of the 13th.

On Sunday morning at 11:30 the outer wharf presented an animated scene. The Northern Pacific liner Olympian was discharging cargo; the Mowras was taking on sacks and doors for Sydney, N.S.W.; the ship British Yeoman had just been towed in by the crane, which lay beside her; the U.S.S. Bear lay at anchor a little distance seaward, and the wrecking steamer was in from the San Pedro with a huge load of iron plates, and the San Francisco liner was loading out to resume her way to Seattle. The whole group of vessels made a picture of life and activity well worth a visit to the shipping point in point of tonnage in the Dominion.

The Synod of British Columbia in connection with the Presbyterian church in Canada has concluded its sixth session in St. Andrew's church, New Westminster. Dr. Campbell, of Victoria, was unanimously chosen as moderator, and an overture from Victoria Presbytery to the general assembly to the presence and ordination of Mr. M. Stewart, missionary to the Indians of the West Coast of Vancouver Island, was received, and on motion ordered to be transmitted to the general assembly. The report of the committee on Manitoba college was presented by Rev. W. B. Winchester. Victoria was decided on the place of the next annual meeting of the Synod.

SEE THAT THE FAC-SIMILE SIGNATURE OF CHARLES H. HITCHCOCK IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA. A perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Colic, Biliousness, Feverishness and LOSS OF SLEEP. Fac-Simile Signature of CHARLES H. HITCHCOCK. 35 MONTHS OLD. EXACT COPY OF WRAPPER.

B.C. IRON WORKS CO., LTD. Mining Machinery a Specialty. General Founders, Engineers, Boiler Makers and Manufacturers of all classes of Machinery. Corner Alexander Street and Westminster Avenue, Vancouver, B.C.

OUR CANNED SALMON. The Manchester "Chronicle" Decries This Favorite Food Against Slanderers. Precautions Taken in Liverpool in Order That No Inferior Goods May Reach Consumers. In the Manchester Chronicle of April 11 is a very excellent article on canned salmon with special reference to the British Columbia output. The writer seems to have taken every care to inform himself as to the facts. He quotes the first mate of the Glenloch, who has many opportunities of watching the canning process on the Lower Fraser. This officer bears testimony to the high standard of the work from a sanitary standpoint and "laughs to scorn the suggestion that the offal can pollute the water of the Fraser river, which is a mile across, a noble river, rushing down from the Rockies and open to every tide." He makes the strong point that the freshness of good fish is the best guarantee against the packing of those that are having friends in the far northern parts of the continent. Mr. Fawcett is an employe of the Interior Department at Ottawa, and will visit Fort Oudaby, Forty Mile Creek, Clondyke, Dawson and other points on the Yukon. Letters for these points should be mailed in this city not later than the evening of the 13th.

LACROSSE. The Intermediate Lacrosse Association of the province met at Vancouver on Saturday evening, when the following officers were elected: Hon. president, R. Jardine; president, H. A. Simpson; Nanaimo; vice presidents, J. D. Hall, Vancouver; J. F. Murray, Victoria; secretary-treasurer, W. G. McQuarrie, New Westminster. The following referees were appointed: Vancouver, E. A. Quigley, F. Miller; Nanaimo, Dr. Drysdale and F. P. Morton; Victoria, Geo. Caldwell and A. E. Bell; Westminster, C. K. Snell and P. Peels. The schedule is as below: May 29—Vancouver v. New Westminster, at New Westminster. June 12—Victoria v. Vancouver, at Vancouver. June 29—New Westminster v. Nanaimo, at Nanaimo. July 8—Nanaimo v. Victoria, at Victoria. July 17—Victoria v. New Westminster, at New Westminster. July 24—Nanaimo v. Vancouver, at Vancouver. August 7—Nanaimo v. Victoria, at Nanaimo. August 14—Vancouver v. Victoria, at Victoria. September 4—New Westminster v. Vancouver, at Vancouver. September 11—New Westminster v. Nanaimo, at New Westminster. September 18—Vancouver v. Nanaimo, at Nanaimo. October 2—New Westminster v. Victoria, at Victoria.

THE CITY. Engineer Wilmot haustive Kepp Discuss. The History of viewed and Ex.

Appended is the of the filter beds at E. A. Wilmot, presented to the aldermen, and wh evening's council.

To His Worship GENTLEMEN—I mit for your exam report re filter bed contractors (having had completed. A was but little water dam and cofferdam declined to let in main dam to the face, there was aff of testing the work the contractor's condition before being After the heavy December, 1896, filter bed above a higher level inside the level of the demonstrated the found its way through or under on in the season, sufficiently to allow water bringing the main dam to the leaks were develop the contractor's part of March, in cases of these let filtering material alongside of the filter bed and length of the thereby exposing of water spouting walls in streams v about an 1/2 to a diameter. These below the level of the sand surface that the walls were ing up some of the the contractor's The removal, by the tion of this filter the culvert, the filter beds down exposed in the for about 3/4 of an in concrete floor and in the latter crack about 3/2 of side of the culvert, the portion of culvert foundation, the lateral drain into the culvert to be situated on the joint between the side of the culvert in the west wall and through the floors. The contractor's count for the water beds.

The leaks through the main about eight feet from an insufficient concrete, or from the open joints may or may not be the contractor's ability to guard against the endeavor to place the concrete from the thickness of concrete, has evidence of a leaky condition that alteration. The leakage above thickness of the floor also is ru matter in the case was 4 inches or inches in thickness turned all the same on which he even, on an account or if it had to pressure of water of the filter munication to the tractor it was g that it was the to give verbal in the contract mainly arrived at by Mr. Brown (at an investigation "great that no w given for the ait of the valve che written instruct a copy taken in of which Mr. B Beaver lake, and Mr. Baines.

DEAR SIR—The chambers at the will require to be of the form show sketch; the obje changes is that it the wall in order. The plates ed down to the your workmen. The reason th notice the diff the concrete is specified can a description of the work of lay out. The concrete about 3 feet in bed, the former after a strip of and the frame concrete exposes six inches as re, so that the one else not be be satisfied by the thickness of the was the same a such however it

A GOLDEN PROSPECT.

Remarkably Rich Free Gold Ore From the Victoria-Texada Mine.

Rock That Will Assay Into the Many Thousands of Dollars Per Ton.

The steamer Maude has brought down two and a half tons of free gold ore from the mines of the Victoria-Texada Mining Co., numerous samples of which may be seen at the head office of the company, Hall, Gosnell & Co., at Beaumont Bogg & Co., and at A. W. More & Co., etc. These were taken from a sack, one of a number in which the ore was shipped, so that they are a fair sample of the whole. The exceeding richness of the ore is a revelation to most Victorians, who have not yet realized that on Texada exist mining properties which bid fair to rival the richest mines of the Mainland. Large nuggets and splashes of gold are scattered through and over all the pieces of ore, which is a bluish-white quartz, also thickly impregnated with pyrites of iron carrying gold. It is not possible to judge what value the two and a half tons will yield, but it is safe to say that almost any piece of the same size would assay from a thousand to ten thousand dollars per ton. The ledge from which it is taken runs into the sea, and has been traced by a surveyor a distance of 1,650 feet. The ledge is four feet wide at the surface and at a depth of five feet had widened out to five and a half feet. This rich free gold deposit was only discovered a year, or since. For the past couple of months work has proceeded on a tunnel in the main ledge, which is now in about 70 feet. On the property are four ledges which cross each other at a certain point. It is to this point that the tunnel is being driven, and about sixty feet more driving is required to reach it. It is expected when reached that a very rich chute of ore will be found. This is the opinion of all the mining men who have examined the property. In the meantime the rich deposit of ore will be worked at the water side and will be shipped to Victoria and be treated at Cowell & Co.'s works. For each ton, a small shipment brought down by the Maude will be at once treated at these works.

In the main tunnel at the face there is ore the full width which averages \$45 per ton in gold, copper and silver. In opening up the face and forming a dump when work was first begun on the tunnel, a large quantity of rock was thrown into the sea. A recent test made of this supposed worthless rock by Cowell & Co. showed that it carried a value of about thirty dollars per ton, which to the surprise and gratification of the company. The above statements are not of the rose color order, but are substantial facts, and only once more prove that near our own doors we have remarkably rich mining prospects, which only need development to bring to the surface a great measure of prosperity as that now being experienced in Kootenay district. And there is this one great fact in favor of the Coast mines—their transportation. No lurid articles need ever be printed about a transportation monopoly, for the sea is open to all and the charges for freight are equally nominal.

The Victoria-Texada Co. are selling a small block of shares with the object of enabling them to place three shifts on the work of tunneling and to carry out confidently, and with good reason, expect to show up a mine that will become famous as the Golden Cache of Lillooet. The capitalization of the company is modest—\$150,000—and shares are being sold at par—25 cents per share—that there can be no question as to, further liability.

GOLD COMMISSIONER FAWCETT.

The steamship City of Topeka returned from Alaska at 6 o'clock yesterday morning and sailed for the Sound a few hours later after landing a few passengers and some little freight. The steamer brought news that the board of trade of Juneau will send a man to attend the next session of congress at Washington to explain the wants of the country. At a meeting of the Business Men's Association of Juneau, "Mr. Fawcett, a resolution was passed requesting us to ascertain if you would represent the citizens of Alaska in Washington, D. C., next winter, to present and explain to congress the necessity of passing a high license liquor law for the territory. The association feel that as you know both the acquaintance at the capital and knowledge of the liquor situation in the territory, that it would be to their interests, as well as all citizens of the territory, if you would represent them in the cause." The steamer also brings word of the appointment of L. E. Woodward to fill the position vacated by Commissioner R. C. Rogers. On Friday the Topeka goes North again, carrying as passengers Mr. Thos. Fawcett (and staff of officials) who will be the first regular gold commissioner appointed by the Dominion government to the Yukon field. Mr. Fawcett's first assistants are Messrs. Gibson and Bolton, and his party numbers seven. They go direct to Dawson City at the junction of the Klondyke with the Yukon, and their time of duty extends over a period of two years. The duties of a gold commissioner have until now been performed by Inspector Constantine, who is in charge of the Northwest Mounted police, but they have of late become so multifarious that the department of necessity had to be separated. To carry out the work as at present proposed it is believed the mining laws will have to be amended, but Mr. Fawcett expects this will be all arranged by the time he reaches the field of operations. Mr. Ogilvie, of the department of the Interior will start for home when Mr. Fawcett arrives at his destination, but other Eastern officials will be on hand shortly to engage in other departmental work. Among these will be a few surveyors whom the government proposes sending out to make a survey of the feasible waterways into the country.

Subscribe for The Semi-Weekly Colonist.

THE CITY

The Bank of B. N. A. opened a branch concern at Slocan City yesterday.

This council of the Board of Trade have telegraphed to Senator McInnes, head of the bill for the proposed government mint in Canada.

At a special meeting of the chorus, orchestra, and all other concerned in the recent successful production here of Farmer's Grand Festival Mass, held last evening, it was unanimously decided to take advantage of the Dominion's generous offer in placing a special train at the disposal of the company, and pay for a visit on the 22nd of the present month. The entertainment will be given on the evening of that day for the benefit of the Nanaimo general hospital.

The past two or three weeks have been fruitfully in and about Victoria of a number of very sudden deaths, the last being that of Mr. E. D. Thomas, 41 years of age, of Esquimalt road, yesterday morning. The deceased gentleman, a former by occupation, was a native of Surrey, Eng., 41 years and a month of age. He was up and working in his garden yesterday morning and did not complain of illness until he was found dead on the lawn between 11 and 12 o'clock. He returned to the house by the mail, and while awaiting his preparation expired. Heart disease is supposed to have been the cause of death.

LITTLE two-year-old Mary Hildreth was buried yesterday in the Methodist cemetery, the services being conducted by Rev. W. H. G. Ellison, and practically the entire neighborhood attending to show their genuine sympathy with the bereaved parents. The baby was their only child, and for this reason, as well as on account of the peculiar and dire circumstances of her loss, they feel their affliction most keenly. An inquest in connection with the lamentable accident was conducted yesterday by Coroner Dr. Crompton, the anticipated verdict being accidental death by drowning being returned.

The annual convention of the Grand Lodge Knights of Pythias for British Columbia was held yesterday morning at New Westminster, and is expected to be concluded by Friday at latest, as there is no business of very special importance to be discussed. The chief interest in the session centres in the fact that the Supreme Chancellor is expected to honor the gathering with his presence and assistance. Among the delegates from this city—the home and stronghold of Pythianism in this province—are the Grand Keeper of the Rod and Seal, E. F. Hinds, T. W. Walker, G. K. Gilbert, J. Cameron and J. C. Byrne, P.G.C.

A SPECIAL meeting of the vestry of Christ Church cathedral was held last evening for the purpose of discussing the advisability of making an addition to the rectory. The present accommodation is inadequate, and it was resolved that the church wardens should be empowered to accept the proposal put forward by the rector in regard to the advancement of the funds for the purpose of erecting a new rectory. The interest in the work was assumed by the vestry and that the work be forthwith proceeded with, with Mr. J. C. M. Keith as architect. The resignation of Mr. W. C. Ward as delegate to the synod was accepted with regret, and a resolution was passed with reference to his long and faithful services. Mr. Archer Martin was appointed in his stead.

BLACK and Johnson, the two professional crooks captured in San Francisco not long ago, will not after all be brought back to Victoria. The latter, in a trial for the robbery of Challoner Mitchell & Co.'s Rossland establishment, Superintendent Huesey, who has been in the Victoria work of the west in connection with the case, now tells graphs that it has been deemed best to abandon the original proceedings and present the pair of jail birds under the American laws for bringing stolen property into the United States. This will be a much easier option to prove than the robbery itself, it will result equally satisfactorily in securing the return of the stolen property, and the cost of the legal proceedings and the punishment of the criminals upon conviction will be saved by the province.

A THOROUGHLY up-to-date map of the Slocan mining district has just been issued by the Union Investment Co., of Rossland, to meet the existing demand for a reliable guide to this important section of the province—which has never before been accurately delineated. The map now published has been drawn by Mr. T. Bamford, of the Lands and Works department, the compilation being the work of Mr. W. S. Drewery, of the actual surveys. Being on a scale of 1,500 feet to the inch, it is quite large enough to contain all the details of the comprehensive and complete, taking in the towns of Sandon, Cody, Three Forks and White-water, and showing also the Kaslo & Slocan and Nakusp & Slocan railways, with all wagon roads, tramways, trails and concentrators. A convenient index accompanies the map, indicating the relative positions of the claims.

CAPE SCOTT, at the furthestmost point of Vancouver island has heretofore been regarded as a rocky and useless piece of territory, brought into prominence only as one after another of the ships that go down to the sea meet their fate upon its jagged extremities. Henry Wilson, who was a hunter this spring on the Fugate Sound schooner James G. Swan, is however, of the opinion that enough gold has been withheld from Kootenay, Texada and Alberni, to richly endow this barren promontory, and he is now on a quest for several months past, in order that he may return to the Cape and prove the truth of his conclusions. Wilson says that he was wrecked near Cape Scott several years ago and at that time accidentally came across a ledge of very promising gold quartz, several pieces of which he broke off for the purpose of illustrating his story as to his discovery. These specimens he is now using in his behalf to interest capital. He intends paying the ledge a visit during the next two months in company with an expert from Pittsburg, Pa., who is now on his way to the Coast, and if the property is as rich as he believes it to be, he will have no difficulty in realizing a fortune from it.

Experiments prove the merit of Hood's Sarsaparilla. It cures all forms of blood disease, cleans the stomach, builds up the nerves.

THE WORLD OF SPORT.

Victoria Golfers Break Records and Win Championships at the Edison Prairie Links.

Promise of Good Sport at the Queen's Birthday Races—The Y. M. C. A.'s to Have a Four.

Messrs. O. H. Van Millingen, A. W. Jones and H. Combe, with Mrs. Langley, Mrs. Combe, Mrs. W. A. Ward, Miss Prior and the Misses Davis, returned home yesterday from the City of Destiny, where they have worthily represented the Victoria Golf Club at the annual meeting of the Tacoma club, which was closed and interesting, but a triumph for the players from this city. Mrs. H. Combe, the undisputed champion of British Columbia, also having the opportunity to win for herself the honor of the Pacific Northwest, Miss Keraway of Tacoma, being her most formidable antagonist. The struggle between these two ladies was close and interesting, the ladies' handicap was won by Mrs. Van Millingen, with a score of 88 plus 1. Of his achievement in this match the Tacoma Ledger's golf expert says: "Mr. O. H. Van Millingen, of Victoria, is well known as an excellent golf player here and at home, but no one has heretofore been able to figure out a possible score of less than 90 on the Tacoma links. Mr. C. H. Milliken's 94 of some months ago has stood as the highest achievement of any one playing on the Tacoma links, and may well be wondered, therefore, how Mr. Van Millingen could do better, but he did, and not only better, but in other words he played a ball over more than three miles of the prairie, put it into 18 small holes in the course, with this a railroad track, and other obstacles in the way. Eighty-eight for 18 holes is an average of five strokes to the hole. It would be wonderful if it can ever be done again. Mr. Van Millingen, of course, won first prize, and his score being 89 (seeing that Mrs. Barrill, of Tacoma, and Mrs. Langley, of Victoria, won the ladies' handicap last night, Mr. Combe came within an ace of winning the men's championship, he being defeated in the final by Mr. Milliken, of Tacoma. The other Victoria players made good scores.

THE OAR. WILL FORM A FOUR-OARED CREW. At the Y.M.C.A. Rowing Club meeting last night, the large and interesting four-oared racing boat will obtain a full complement of crew. The club immediately commenced canvassing for members, and the result was that a party of four was secured from the Y.M.C.A. rooms, or from any of the officers or members of the club.

THE WHEEL. A CIRCUIT ARRANGED. Although a small one, the races at the end of the present month will complete the season of the Victoria racing convenience to the racing men. Opening in Victoria on Saturday, the 22nd, it includes this city, Vancouver (on the Monday), and Seattle (on the Tuesday). A special boat has been provided to leave Vancouver at midnight on the 24th for the Coast City, so that the racing men may be able to reach the cyclists in reaching each town in the circuit are practically perfection.

THE TURF. VICTORIA'S QUEEN'S BIRTHDAY MEETING. The second spring meeting, to take place at the driving park here on the 24th of this month, promises to furnish the racing men with a programme of the season for a British Columbia audience. For the five-eighths of a mile event, Bright Eyes, Ione and Marco, are the favorites, and a special preparation, and though the latter has the glory of having won more money in stakes at the Victoria track than any other horse in the province, it will have to make better time than his younger opponents when next they meet.

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RANDOM NOTES. OF INTEREST TO ALL SPORT LOVERS. At a meeting of the managing committee last evening the following members of the James Bay Athletic Association were elected: President, W. Laing, H. F. Stow, E. H. Austin and G. F. Askew. The Y.M.C.A. basketball team are open for challenges from all comers. They have two teams formed and a league is to be formed, as the game is growing in popularity.

If sick headache is misery, what are you waiting for? Buy Hood's Sarsaparilla. It cures all forms of blood disease, cleans the stomach, builds up the nerves.

UPSIDE DOWN ORES.

While some young men were taking a constitutional on Sunday they visited the Black Bear, which is the west extension of the Le Roi mine, and began picking around in the ore dump. They found some pieces of white quartz which seemed to have come from a stringer about six or eight inches wide.

On breaking open one of the larger masses, a piece weighing about 20 pounds, they found it fairly seamed with free gold. The ore was as rich as any sample ever taken from the O. K. mine. There is nothing surprising in the discovery except that the miners who worked in the shaft should have overlooked it. There was some very high grade ore sacked and shipped from the Black Bear shaft two or three days ago and it is quite likely that some of this high grade ore contained free gold, although it was not known or even suspected at the time.

In this connection it may be of interest to state that flakes of free gold have been frequently noted in the ore from the 500-foot level in the Le Roi, and of late this has been so common an event as to be almost a matter of course. From the shaft below the 500-foot level some of the prettiest specimens of free gold ever seen have been found in ore which contained about 50 per cent of iron and copper. Mineralogists and experts are speculating a good deal on the possibilities of things up by these discoveries, and are increasing in value. The ore would certainly be remarkable if it should turn out that Rossland is to open his preconceived ideas regarding ore and that the rule being for ores to get more refractory and lower in grade as depth on the vein is attained.—Rossland Miner.

BONFIRES WILL BLAZE.

Jubilee Suggestions of Sir George Baden-Powell Meets With Favor in Victoria.

Unparalleled Enthusiasm of the Workers Who Will Make the June Carnival a Great Success.

Enthusiasm for such a celebration as Victoria proposes to give in commemoration of the completion of the reign of the longest reign in British history, is a sign of certain and signal success. It is a sign of a determination that it shall be emphasized in a manner that will astonish the Coast, appear to be contagious, and last night's meeting of the working bodies to get on to business in real earnest was notable as much for the readiness with which the men of the city to go to harness, as it was for the attendance. Mr. Charles Hayward was chosen as chairman, Ald. McCandless as secretary, and Mr. Charles Kent as honorary treasurer; with these officers and some of the most active and popular business men of the city on the canvass, the committee will see to it that their part of the celebration preparations is well looked after—and their part after all is the one on which the success of the carnival principally depends.

It was deemed wise by the committee to appoint a special sub-committee to visit the banks and other large subscribers, this committee consisting of Messrs. Charles Hayward, G. A. Kirk, Ald. McCandless and W. Thomson. They were authorized to purchase that portion of the city defined as "district No. 1," and comprising that section of the city to the south of Yates and west of Government street, and that of the river to the north of Yates and west of Government street. Messrs. T. Deary, R. L. Drury, T. Bradbury and H. M. Prince.

No. 3—South of Yates street, between Government and Douglas; Messrs. B. W. Pearce, H. L. Holland, W. H. Langley and W. L. Chaloner. No. 4—North of Yates street, between Government and Douglas; Messrs. L. G. Gooding, H. N. Short, Ald. McGregor and Ald. Stewart. No. 5—South of Yates street and east of Douglas; Messrs. B. W. Pearce, F. E. Robertson, A. Harris and Lindley Grease. No. 6—North of Yates street and east of Douglas; Messrs. J. Braden, M. P. F. M. Yocum, W. J. Hanna and William Dalby.

No. 7—James Bay; Messrs. F. Elworthy, John Piercy, Ald. John Hall and Mr. May. No. 8—Rock Bay and Victoria West; Messrs. C. W. Jenkinson, Captain J. D. Warren and J. W. Laing, M.A. (Oxon), F. R. G. S. The secretary was instructed to ask permission to have subscription lists placed in the banks, board of trade, clubs, etc.; and a resolution was also adopted to the effect that all sub-committees applying for appropriations should be required to pass resolutions assuming responsibility for all sums expended in excess of the amounts voted them by the finance committee. The one of \$50 to enable the printing committee to get to work, the portion of the celebration preparation delegated to this committee requiring to be taken in hand immediately to be effective in filling the city with carnival visitors.

Having disposed of the work particularly their own, the committee—being a thoroughly representative one—devoted some time last evening to the consideration of suggestions in connection with the celebration. That of Sir George Baden-Powell, published in the Colonist several days ago, that bonfires should be simultaneously lighted from the end of the broad Dominion, was received with especial favor. Here, in and about Victoria, the idea can be particularly well carried out, as the material being available in any quantity for any blaze, and the hills being also conveniently accessible for the making of a fine effect. It is no question that such fires will establish a bond of sympathy between the different parts of the empire and that the material being available in any quantity for any blaze, and the hills being also conveniently accessible for the making of a fine effect. 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THE MINISTER OF RAILWAYS.
Nearly all the ministers are heard from in parliament more frequently than the Minister of Railways, but he appears to be maturing some very comprehensive plans, which will be brought before parliament in due course. His latest proposition is that it may be advisable to create some sort of railway commission, whose duty it will be to see that railway companies carry out the obligations, which they assume by their charters, to supervise the expenditure incurred in their construction with the view of avoiding over-capitalization and consequently excessive transportation charges and generally to stand between the companies and the people with a view to the adequate protection of the rights of the latter. On the whole question of railway construction he told the railway committee that it was a good time for parliament to stop and consider. In taking this attitude, Mr. Blair has assumed a position of the first importance to the country and the manner in which he shall ask parliament to make the necessary provisions and how he shall administer the very large powers which may be vested in him by any such new legislation will have a profound effect upon the future of Canada.

Railway construction will certainly be one of the most engrossing subjects in the Dominion during the next ten or fifteen years. We have a vast territory to be opened, and this can be accomplished only by railway construction. In this respect Canada resembles the United States, and it is only too painfully evident that the unbridled license given railway companies under the lax legislation of that country has been productive of untold corruption, outrageous waste of money, monstrous over-capitalization, excessive freight charges, and, to cap it all, a series of liquidations, which are distinguishable only by name from repudiation. It is desirable that Canada should steer as wide as possible of the dangerous course followed by the United States. If Mr. Blair's aim is to prevent the errors of our neighbors and to profit by the Dominion from being handicapped by excessive railway obligations and charges, he will have the sympathy of his political opponents as well as that of his political friends. It is highly satisfactory to find papers as wide apart in the views on most subjects as the Toronto Globe and Montreal Gazette are, agreeing as to the absolute necessity for legislative safeguards of the nature indicated.

Hitherto parliament and the provincial legislatures have adopted a more or less hap-hazard course in dealing with railways. This remark has very little bearing upon British Columbia, because not very much has actually been done here or been attempted until the last session. The truth of the matter is that government aid to railways in Canada has not been given on any fixed principle. Perhaps it would be more correct to say that this line of policy has never been studied to discover the true principle underlying it, but has been largely, if not wholly, dealt with from time to time as the expediency of the moment—and often it was political expediency—dictated. We think all public men and all the leading papers are agreed as to the urgent necessity of a change in this respect, and that there will be great interest taken in the line of policy which the Minister of Railways may induce the government to adopt, and that the general disposition will be to accord it fair and generous criticism. The open question is as to the degree of control which parliament may be asked to vest in the Minister, and the danger there may be of conferring powers which

may be used politically. To steer a middle course between the Scylla of no supervision and the Charybdis of absolute control will require an extraordinary skill.

Mr. Blair can succeed in perfecting a plan of which the country can approve, he will place the railway department in the very first rank of the Canadian executive. It was the Toronto World, if we remember correctly, which said a few months ago that the opportunity had come in Canada for a great man to make himself felt in connection with our railways. The reference then was to the Crow's Nest Pass line; but the observation is fit for wider application. The immediate future of Canada will be intimately connected with the railway policy that shall prevail. If this is liberal and comprehensive, yet prudent and conservative of the public interests in the matter of transportation charges, the growth and development of the Dominion will be phenomenal and permanent. If it is otherwise, though a spasmodic impetus may be given to business, the second effect will be disastrous. Therefore, no matter who shall be Minister of Railways during the next decade, he will be charged with responsibilities scarcely second even to those of the premier's office, and it becomes of the utmost importance that any new departure that shall be made shall be conceived with deliberation and discussed without passion, for it may be epoch-making in its results.

FARMING AS A BUSINESS.
The Colonist is glad that it has been able to arouse an interest in the discussion of dairy farming and hopes that good will result from it. Experience in this line of work has convinced us that while discussion may be confined to very general propositions it does good because it sets people thinking, and out of this practical ideas are evolved, which do not appear in public print, but take the form of actual business. One of the great things to be kept in mind in farming operations is their purely business aspect. Take a small matter as an illustration:
If a young pullet is killed just as she is about to lay her first egg and is carefully dissected, there will be found within her the germ of all the eggs she could ever have laid, no matter how long she had lived or what she had been fed on. No amount of care could make her lay more eggs than are already either partly formed or simply in the shape of minute cells within her body. This being the case, it follows that the more quickly the hen can be got to lay her eggs the more profitable she will be. In the economy of nature one egg a day is all that she will lay, but it is possible by carefully selected food and care to make her lay the maximum number of days in a year, say from 120 to 150, according to the breed. A thorough business-like poultry farmer will, if it is eggs he wants, ascertain what breed of hens will lay the most eggs in a year, and feed them so as to make them lay their total "output" in the shortest number of years. Three years, as a general rule, will exhaust the laying powers of a hen that is kept at her maximum annual product.

This is an example of how poultry farming may be conducted as a business, and it will be seen that it is not a mere hap-hazard thing, but depends for success upon the same principles precisely as gold mining or the management of a factory. So with dairy farming. The man who attempts butter making with a poor cow is just as unbusiness-like as a man who spins cotton cloth on a poor loom. He who gets a good cow and feeds her badly has no more right to expect success than a cotton spinner who buys good looms and poor cotton. And he who gets a good cow and feeds her well, but is careless in butter making, is just as unwise as the cotton mill owner would be if he bought good looms and good cotton and employed poor workmen.

But this is only one side of the business aspect of dairy farming. The great point at which the dairy farmer ought to aim, and every other farmer for that matter, is profit. Mr. Darling, proprietor of the Fifth Avenue Hotel, New York, and the owner of D. D. Farms, N. J., one of the finest dairy farms in the world, said to the writer of this article after they had inspected the great herd of Jerseys and the milking and butter-making, that he weighed the milk after each milking, keeping a record of what each cow yielded. As soon as a shrinkage was observed to continue over a day or two, that is any other than the natural shrinkage, the food of the animal was supplemented, "for," as he said, "a cow will give milk for so many days each year, when treated as I treat mine, none of them being allowed to have her give as it is a direct loss not to have her give as much as possible every one of those days." Mr. Burling, the great Short-horn Hereford breeder of Maine, and in his day the most successful raiser of beef cattle in New England, said he weighed his steers once a week. If they did not gain, he changed the feed; if they still did not gain he changed the feed again; if they still refused to gain, he killed them. "For," he said, "there is no money in putting feed into a steer if he does not gain in weight. The longer you feed him, if he does not get heavier, just so much the more per pound will your beef

cost you and the smaller will be your margin of profit when you come to sell. How much does it cost to produce a dozen eggs? How much does a pound of butter cost the man who makes it? What does it cost to place a tick cookey in the market in the fall? "I can raise ducks at 16 cents each," said Dr. Twissell of the Maine Farmer, "and they sell quickly at Christmas for 50 cents each." Regarded from any standpoint whatever farming is a business, not merely an occupation. The Farmers' Institutes to be organized under the law passed at the last session will make themselves extremely valuable if they cultivate the business side of farming.

THE E. & N. LAND BELT.
The Nelson Tribune is under a most extraordinary misconception in regard to miners' rights within the E. & N. railway belt. It professes to believe that the government has been endeavoring to compel miners to pay the E. & N. company \$3 per acre for surface rights and a royalty of 20 cents per ton on ore and that this would be the law of the Province if Mr. Sward had not carried something or other through the house to prevent it. The Tribune is ridiculous almost to the point of insanity in its references to this matter. The E. & N. railway belt is private property, as much so as any town lot in the city of Nelson. The terms of the grant were settled not between the Provincial government and the late Mr. Dunsuir and his associates, but between the Dominion government and those gentlemen. If these terms are objectionable in any way, the responsibility does not rest with the Provincial authorities. In point of fact they were not unreasonable. The people of British Columbia were very glad to get the E. & N. railway on the terms agreed upon. It never entered any one's mind that portions of the grant would become exceptionally valuable by reason of the discovery of the precious metals. Mr. Dunsuir undertook to build the railway for the money and land that he took all the risk of fluctuation in the value of the land. It was a fortunate thing that there was a man in the province who was financially able to take such a risk. If the land had turned out to be of no value at all, he and his associates would have had to put up with this disappointment, and now that portions of it seem likely to be worth a fair price it is rather absurd to complain that a fair price is asked for them. If a man "takes the bitter with the sweet," he is doing all that can be reasonably expected of him. No one would ask him to take all the bitter and surrender what little sweet there may be to other people. Surely a man is not to be refused a fair day's pay simply because he has been able by good business judgment to become richer than his neighbors.

Not only would it be wrong for the legislature to undertake to fix the price of the E. & N. railway lands and the terms upon which they should be sold, but grave doubt exists as to whether the federal government would permit it to do so. That government is a party to the contract with the railway company, and it would be in honor bound to see that good faith was kept. Hence if the legislature should undertake to say upon what price the E. & N. railway lands should be sold, the Governor-General would doubtless be advised to disallow the act. The country must keep faith with those who make contracts with it. The Miner is very contrived because the E. & N. Company endeavored to make good a claim to the precious metals within the railway belt. This is a very small sort of criticism. The language of it is very general and appears on the face of it to cover the precious metals. Any man, not a lawyer, reading the article would interpret it to mean that it covered the precious as well as the base metals to the company; but a question arose as to whether the prerogative rights of the Crown in respect to the precious metals could be taken away without express legislation, and the Courts have decided that they could not. The company would have been Quixotic if it had refused to ascertain what its rights were under the grant. No sane man would think of raising any objection to such a course.

As to the terms announced by the Premier in the house as the basis upon which the E. & N. Company will treat with miners for the sale of surface rights, they are in the opinion of the miners themselves entirely satisfactory; but if they were unsatisfactory, there is nothing in the world that the local legislature can do to help it, for it is not the practice of British legislatures to undertake to say how individuals or corporations shall dispose of their private property.

OUR DEFENCELESS NEIGHBORS.
A gentleman named Jones, who holds a commission as Lieutenant-colonel in the United States army, has come to the fore with a proposition that the government in whose service he is shall proceed to take possession of the Great Lakes and do just what it wants to with them, one of the ideas being that they shall be kept at any level which congress in its wisdom shall think best. The mere fact that Canada happens to own a share in the Lakes does not figure with this military and militant gentleman, for the International Boundary is

merely an astronomical conception." In the same connection he suggests that Equilibrium is useless for purposes of attack or defence against the United States.

It is one of the peculiarities of certain Americans to assume that everything done in any quarter of the globe is aimed either directly or indirectly at the United States. That amiable but irascible old gentleman, Editor Dana of the New York Sun, has quite convinced himself that the Diamond Jubilee is really intended as an attack upon the glorious principles of democracy, of which the United States is alleged to be the sole exponent. And so it is all along the line. Touching the Equilibrium reference, no one except the particular class of Americans referred to ever imagined that the forts were built for offensive purposes against the United States, for that defensive purposes either, so far as that nation is concerned; but what their value would be for either purpose is not to be settled by the mere ipse dixit of any one.

The notion that in the event of hostilities between Great Britain and the United States Canada would be untenable by the former, is advanced at short intervals by people of all grades of intelligence in the republic; but this also is a matter which cannot be settled by mere assertion. The United States is a great country, and it has a frontier of about 9,000 miles, every mile of which is unfortified and open to attack by Great Britain either from land or sea. On the other hand, Canada has about 3,000 miles of territory open to attack from the United States, for the idea of a naval descent upon our coasts in out of the question. There is a class of Americans who are like the Bourbons, in the sense that they never learn anything. Yet they have abundant sources of information. Last year Admiral Walker told the United States Senate committee on coast defenses that the whole coast was in that it is only necessary to put up a few batteries at Sandy Hook to make New York secure, but the Admiral said that if the best modern batteries were erected there a hostile commander having five ships and being willing to risk the total loss of one or two of them, could pass such batteries and have New York, Brooklyn and Jersey City at the mercy of his guns.

Our good neighbors have very much to say about their feet, but when Admiral Walker was asked what would be the ability of the country to resist the whole British fleet, he answered that it was not worth while discussing such a question, for if Great Britain should send against the United States such vessels as she could spare without weakening herself elsewhere she would have the whole coast at her mercy. General Miles, commander-in-chief of the army, gave testimony. One of the questions put to him was as to the ability to overrun Canada. He admitted to express any opinion, but he defined that there would be volunteers enough. He added, however, that there were no arms or ammunition for such volunteers, and no plan for the mobilization of a large land force. He dwelt upon the incalculable damage that the British fleet could do to the coast.

So far as the defence of Canada is concerned the Canadians themselves would be heard from. If war came in the winter time nature would fight for us; if in summer, the attention of the Americans would be pretty well taken up with defending their cities on the lakes. There is more than a possibility that a war between Great Britain and the United States might mean New York and Chicago in ashes.

But enough of this unprofitable talk. There is no likelihood of war between the two countries, for there is too much good sense in both to permit any such catastrophe. After one has read a few of the boasting editorials in American papers the temptation to reply in kind is too strong to be always resisted, and this must be the excuse for this article.

The News-Advertiser takes the same position as the Colonist in regard to the action of the Lieutenant-Governor in withholding assent from the Oriental labor bill. It must be admitted that the principle involved in acts of this nature is not very readily reconcilable with responsible government, but this is one of the peculiar features of our Canadian system. Some persons have, indeed, contended that it was not worth while attempting to apply the rules of responsible government to the separate provinces any more than to cities and other municipalities. We dissent wholly from this view, but as long as the Lieutenant-Governor occupies the dual position of a provincial and federal officer, there must necessarily arise from time to time apparent inconsistencies between theory and practice.

If you give some people rope enough they will hang themselves to a dead certainty. We told yesterday how it was the practice of the Provincial Secretary to address Mr. Speaker and declare the House prorogued, and the Times asks us triumphantly: How can he do that if Mr. Speaker is not in the chair? Oh, ask us something hard. How can the Lieutenant-Governor address Mr. Speaker, when he begins the Speech, if that gentleman is not in the chair? The answer to this question is the answer to the other.

LADY OF THE SNOWS.

Rudyard Kipling's Poem and the Source Where He Got the Name.
D'Arcy McGee Years Ago Wrote the Quaint Legend in Beautiful Verse.

A great deal of comment has been indulged in as a result of Rudyard Kipling's "tariff" poem, entitled "Our Lady of the Snows," which was published in the London Times after the announcement of the preferential clause which the Dominion government introduced favoring trade with Britain. The poetry, though somewhat indifferent, has a fine sentiment in it, though the title, the Lady of the Snows, has been somewhat criticized. Apparently, Kipling took the title from the charming poem "Our Lady of the Snows," which that brilliant Canadian, Thomas D'Arcy McGee, wrote on the old legend from which Cote des Neiges, Montreal, takes its name. The Montreal Witness reproduced it a short time ago, and no doubt many people will be interested in seeing both McGee's and Kipling's lines:

OUR LADY OF THE SNOWS.
(Rudyard Kipling.)
A nation spoke to a nation,
A queen sent word to a throne;
Daughter am I in my mother's house,
But mistress in my own.
The gates are mine to open,
As the gates are mine to close,
And I set my house in order,
Said our Lady of the Snows.
Neither with laughter nor weeping,
Fear or the child's amazement,
Soberly under the white man's law
My white men get their ways.
Not for the gentle's clamor,
Insult or threat of blows,
Blew the knee to Baal,
Said our Lady of the Snows.
My speech is clean and single,
I talk of common things,
Words of the wharf and market-place
And the ware that merchant brings.
Favor to those I favor,
But a stumbling-block for my foes,
Many there be that hate me,
Said our Lady of the Snows.

I called my chiefs to council,
In the din of a troubled year,
For the sake of a sign ye could not see,
And a word ye would not hear.
This is our message and answer,
This is the path we choose,
For we be also a people,
Said our Lady of the Snows.
Carry the word to my sisters,
To the queens of the East and South,
I have proved faith in the heritage,
By more than the word of mouth.
They that the world's war trumpet blows,
But I, I am the first in the battle,
Said our Lady of the Snows.

A nation spoke to a nation,
A queen sent word to a throne,
Daughter am I in my mother's house,
But mistress in my own.
The gates are mine to open,
As the gates are mine to close,
And I abide by my mother's house,
Said our Lady of the Snows.

OUR LADY OF THE SNOWS.
(By D'Arcy McGee.)
If Pilgrim, chance thy steps should lead
Where, emblem of our holy creed,
Canadian crosses glow—
There you may hear what here you read,
And seek, in witness of the deed,
Our Lady of the Snow!

In the old times when France held sway
From the Balize to Hudson's Bay
O'er all the forest free,
A noble Breton cavalier
Had made his home for many a year
Beside the Rivers Three.

To tempest and to trouble proof,
Rose in the wild his glittering roof
To every traveller dear;
The Breton song, the Breton dance,
The very atmosphere of France
Diffused a generous cheer.

Strange sight that on those fields of snow
The genial vine of Gail should grow
Despite the frigid sky?
Strange power of man's all-conquering will,
That here the hearty Frank can still
A Frenchman live and die!

His custom was, come foul, come fair,
For Christmas duties to repair
Unto the Ville Marie
The city of the mount, which north
Of the great River looketh forth,
Across its sylvan sea.

Fast fell the snow, and soft as sleep
The hillocks look'd like frozen sheep,
Like giants gray the hills,
The sailing pine seem'd canvas-spread
With its white burden overhead,
And marble hard the hills.

A thick, dull light where ray was none
Of moon, or star, or cheerful sun,
Obscurely show'd the way—
While merrily upon the blast
The jingling horse bells, patterning fast,
Told the glad roundelay.

Swift eye came on, and faster fell
The winnow'd storm on ridge and dell,
Effacing shape and sign—
Until the scene grew blank at last,
As when some seaman from the mast
Looks o'er the shoreless brist.

No marvel ought to find ere long
In such a scene the death of song
Upon the bravest lips—
The empty only could be loud
When Nature fronts us in her shroud
Beneath the sky's eclipse.

Nor marvel more to find the steed,
Though famed for spirit and for speed,
Drag on a painful pace—
With drooping crest and faltering foot,
And painful while, the weary brute,
Seems conscious of disgrace.

Until he paused with mortal fear,
Then plaintive sank upon the mere
Stiff as a steed of stone—
In vain the master winds his horn,
None, save the howling wolves forlorn
Attend the dying roan.

Sad was the heart and sore the plight
Of the benighted bewilder'd knight
Now scrambling through the storm,
At every step he sank apace—
The death-drears freezing on his face—
In vain each loud alarm!

Down on his knees himself he cast,
Deeming that hour to be his last,
Yet mindful of his faith—
He pray'd St. Catherine and St. John,
And our dear Lady call'd upon
For grace of happy death.

When lo! a light beneath the trees,
Which clank their brilliant armor—
And lo! a phantom fair,
As God in heaven! by that blessed light
Our Lady's self rose to his sight
In robes that spirits wear!

Oh! lovelier, lovelier far than pen,
Or tongue, or art, or fancy's ken—
Gone was the sorrow of the sword,
And the last passion of our Lord
Had left no living trace!

As when the moon across the moor
Points the lost peasant to his door
And glimmers on his pane—
Or when along her trail of light
Beleated footmen steer at night,
A harbor to regain—

So the warm radiance from her hands
Unbind for him Death's icy bands
And nerve the sinking heart—
Her presence makes a path for him,
Ah! he who such a helper had,
May anywhere depart.

All trembling, as she onward milled,
Follow'd that Knight our mother mild,
Vowing a grateful vow—
Until far down the mountain gorge
She led him to the antique forge,
Where her own shrine stands now.

If Pilgrim, chance thy steps should lead
Where, emblem of our holy creed,
Canadian crosses glow—
There you may hear what here you read,
And seek, in witness of the deed,
Our Lady of the Snow!

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DR. RATCLIFFE, 713 First Avenue, Union Block, Seattle.

POINT ELLICE

First Trial in the St. Against Victoria Tramway

Mrs. J. B. Gordon Sues for Her Husband's Death.

VANCOUVER, May 12.—First of the cases against the tramway and the tramway opened this afternoon at Justice Davis. This is the first case against the tramway since the death of her husband, the victims of the disaster was filled with spectators.

Mr. C. Wilson, Q.C., as plaintiff, represented Mrs. J. B. Gordon, who sued for her husband's death of the disaster. The Chief Justice said that the tramway was in violation of the act, and that the tramway was in violation of the act, and that the tramway was in violation of the act.

Mr. Wilson, in review the jury, reminded them that the tramway was in violation of the act, and that the tramway was in violation of the act, and that the tramway was in violation of the act.

The plaintiff, Mrs. G. first witness and explained no other means of support. The witness was inadequate, and the witness was inadequate, and the witness was inadequate.

VANCOUVER, May 13.—Case of Gordon vs. Victoria Consolidated Railway Co. this morning. F. N. gave evidence as to what was done at 20,000. S. G. gave the government convey the bridge of the tramway, but simply ceased to be.

T. Harman, a diver, stood on moved to the tramway when the accident happened. He was 97 feet collected number of transfers.

H. P. Bell, civil engineer, testified. The factor of the bridge was built and at the time of the accident it would be reduced to a half. If the factor of the bridge was as like stand. The bridge was the purpose it was put. He thought the truss of too high. The panels inches long and good for. At the time of the accident one car load and ordinary panel—40,000 pounds. Allow any such car load. Witness declined to say in his opinion, the direct cause of the accident, and the responsibility of the city, and the responsibility of the city, and the responsibility of the city.

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J. W. MELLO 76-78 Fort Street

WALL PAPERS, GLASS, MY 13