

VICTORIA'S VISITOR.

Hon. J. Israel Tarte Inspects the Harbor and the Esquimalt Dry Dock.

Address on Matters of Public Interest Presented by the Board of Trade.

Yesterday forenoon Hon. Mr. Tarte, accompanied by Mr. Louis Coste, Mr. F. C. Gamble, resident government engineer, the Mayor and Aldermen Tiarks, Williams, Macmillan, Humphrey, Glover and Partridge, and the City Engineer, made a trip around the harbor in the steamer Sadie, one of the points visited being the new pile bridge. The Minister, while non-committal in his remarks, generally expressed the opinion that while the pile bridge would be temporarily, in the erection of the permanent bridge proper provision would be needed for a draw as the upper part of the harbor must be kept open for navigation.

Mr. T. C. Smyke had an opportunity of explaining his proposed harbor improvement plan to the Minister, and in the afternoon Hon. Mr. Tarte visited Esquimalt, where he inspected the dry-dock.

At 5 o'clock, accompanied by Mr. Louis Coste, Mr. Tarte attended at the Board of Trade rooms, where there were assembled a large number of the members of the board and others to discuss matters of public interest. After a few minutes spent in introducing the Minister to those present, the meeting was called to order by Mr. D. R. Ker, president of the Board of Trade, who in the name of the board welcomed Hon. Mr. Tarte, expressing the hope that the stay of both the Minister and Mrs. Tarte would be a pleasant one and that this short trip of Mr. Tarte would be only the forerunner of more extended visits to Victoria in the future.

Mr. Ker then proceeded to read the address drawn up by the Board of Trade for presentation to Hon. Mr. Tarte, which directed attention to a number of matters of public interest affecting the province. Under the head of "Aids to Navigation," there was given a list of beacons, lights and buoys, requests for additional protection to shipping, and in the connection it was especially urged that the San Pedro be removed from Brothie ledge and a stone lighthouse and fog horn be erected there. The list of lights, buoys and beacons required was: Stone lighthouse and steam fog horn on Brothie ledge; stone beacon and electric light on Fiddle reef; light and fog alarm on the Sisters, light and fog alarm at entrance to Narrows, Vancouver harbor; light and fog alarm on Egg island; light and fog alarm on Ivory island; light on Barr island, Clayoquot Sound; light and fog alarm on Cape Mudge; light on Pointe Llama, passage; light north entrance to Fraser river; light on Sawyer island; light on Berin island, Port Simpson; light on Gordon group, New Channel; Sandheads light-house; light on the entrance to the Fraser river, fitted with fog horn; light on Pultney Point; light on the east end of Cormorant island; light on Leonard island; Clayoquot sound; light on Helmeck island; leading lights on Yellow island to show fairway between Maple spit and Reef bluff, present revolving light to be changed to a small fixed light; iron buoy on Rosedale reef; iron buoy, West reef, Sidney south spit; iron buoy, Turnbull reef, Moresby channel; iron buoy Entrance Point reef, Sansum narrows; iron buoy, reef off Shoal Islands, Stuart channel; iron buoy on sillammon reef; iron buoy on rock, Whaletown Bay, Cortes island; iron buoy on rock, Humming bay, Thurlow island; iron buoy on Walbran rock, Fitzhugh sound; iron buoy, Dall Patch; two small iron buoys, Metlakatla harbor; small iron buoy, Metlakatla Strait; light on small iron buoy on Clayoquot sound; small iron buoy on south of islands at entrance to Decoyou pass, Clayoquot sound; small iron buoy, end of northeastern spit, Stubbs island; small iron buoy, south end of moored off Fraser river; iron buoy, Lighthouse island, reef, entrance of Nainimo harbor and Departure bay; wooden beacon, 50 feet high, North rock, Stuart channel; small stone beacon on reef, north west entrance to Horseshoe Bay, Chemainus stone beacon, Shute reef, Piers island; stone beacon, Thresher rock, Gabriola island; stone beacon, Burnaby reef, Vancouver harbor; two leading marks, Brockton Point; one leading mark erected on shore west of Narrows; small stone beacon on rock in Shark spit channel, Mary island; wooden beacon thirty feet high, Shark spit, Mary island; stone beacon, Nelson rock, Metlakatla Strait; stone beacon, Hankin reef, Port Simpson. With the light and fog signal on Brothie ledge, the lighthouse and fog bell on Berens island, Victoria harbor, could be removed. The span bays moored off Alert Bay and Tugwell reef, Metlakatla, are of no use, the former being under water when the tide is running and the latter not having been required since the Alford reef buoy was established.

The report recommended that as there is always considerable diversity of opinion as to the particular spot for placing lights or buoys, an honorary board of officers of the navy and mercantile men be appointed to act with the local agent of the department of marine in deciding where the aids to navigation shall be placed.

Referring to quarantine matters, the report stated that though the importance of observing strict quarantine regulations is already recognized by the Dominion government, so far as the four coast cities are concerned, "it appears possible for ships to enter sub-ports of this province without obtaining pratique and to become in consequence a menace to public health. This board cannot too strongly urge the strict quarantine regulations be enforced upon all ships calling at such sub-ports, and that the quarantine station at William Head, being most conveniently situated for that purpose, should be fully availed of."

Other matters touched on were the necessity for some slight dredging at the outer harbor; the urgency of protecting the deep sea fisheries and the prevention

of smuggling; and the great importance of an independent railway line into the Southern Kootenay country from the coast. In connection with this last mentioned subject the resolutions passed by the board at its quarterly meeting were set forth in full, and it was urged that as it was understood that the Dominion government is about to acquire a railway from the coast through the Crow's Nest Pass it would be manifestly unfair to British Columbia if similar aid were not extended to an independent railway to be built to Kootenay from this coast. The report proceeded:

"The principal mining development in this province is at present confined to deposits near the railways or navigable waterways near the United States border. The promoters of the British Pacific railway have, however, given notice of their intention to apply at the next session of the Dominion parliament for a charter for a railway which will open up the central and northern portions of British Columbia and continue eastward to form part of another transcontinental line some hundreds of miles north of the C. P. R. Such a line is essential to the development of districts rich in mineral, agricultural and pastoral lands which are at present only accessible by a wagon road. The Cariboo district has already yielded placer gold to the value of nearly fifty million dollars, and the establishment of hydraulic works recently established are most encouraging. The enormous cost of getting machinery into this district retards extensive realization of the hidden riches of the province. The enormous cost of getting machinery into this district retards extensive realization of the hidden riches of the province. The enormous cost of getting machinery into this district retards extensive realization of the hidden riches of the province.

Extension of foreign trade was spoken of, the benefits that the Canadian-Australian steamship service had conferred on Canada being alluded to and being urged as a reason why the Dominion government should seek other trade channels such as are offering in Central and South America and South Africa. The lumber trade would be greatly stimulated by a direct steamship service with these places and a large trade in fish and in other lines as well could also be established. It was believed that arrangements could be made with the steamship services now existing between the Sound and Mexico, to have the vessels call at Victoria, and the Board recommended that a Dominion government commercial agent be appointed to work up the business as a preliminary step towards subsidizing the Canadian steamships to Mexico and South America. The appointment of a similar agent in South Africa was also advocated. The report spoke with satisfaction of the proposed cable project to the Pacific and noted that attention was being paid to Fraser river improvements. The Board hoped that the necessary instructions would be forwarded by the government to enable the commissioners of the Congress reservation question. Attention was called to the wasteful slaughter of salmon by the fish traps at Point Roberts, and the hope was expressed that the Dominion government would insist on the United States government to bring about a discontinuance of the practice.

The report closed with urging that the Dominion government would act in conjunction with the United States in the early building of a line to the Yukon, and the board asked that the Dominion government would look into the matter of reducing letter postage from three cents to two cents an ounce.

Hon. Mr. Tarte, in reply, said it was with him, not only a pleasure, but a duty, to meet the men of Victoria, and to discuss with them subjects of public interest to the city and province. He had on his present visit discovered British Columbia, so far as he was concerned, a new world, and had seen in this province the highest trees and mountains he had ever looked at. After reading the extensive bill of fare presented in the address, he could see that the Dominion could easily invest several millions in the development of British Columbia. (Laughter.) His government were in power, whether rightly or wrongly, and were here to administer the affairs of Canada for the benefit of the Dominion. He would like to see the gentlemen present might rest assured that he would lay before his colleagues the matters alluded to in the address that did not come within his department. He would, however, things spoken of that did come into his department.

In regard to the Fraser river, a full survey would be made, and then his idea was to submit the result to a commission of professional men to see if the river could be controlled. As to the money, he would not doubt grant the money to do it. If it could not be controlled, then the sooner the fact was known the better. He was quite in accord with the policy of aiding railways in Canada. He had supported that policy in the old days, in perhaps what some might call his better days (laughter and applause)—and he was still in favor of that policy. He believed that in the development of British Columbia and the West there should be no party politics. British Columbia, he was sorry to say, was not known in the East as it should be, but the only way the government could get a proper knowledge of this country was to come and see it for themselves. As the matters referred to in the address, they would receive the attention of the government when he returned East.

the matter of the railway to Kootenay, and said he would be pleased to hear Mr. Tarte make some definite statement on that subject. Mr. Tarte replied that he could not give a pledge of millions of dollars without consulting his colleagues. Mr. H. Dallas Helmeck, Q.C., directed the minister's attention to the Songhees reserve, and asked for some information as to whether it would be settled soon. Hon. Mr. Tarte had no doubt the Minister of the Interior would grapple with the subject at once.

Hon. E. G. Prior, M.P., in a neat little speech expressed the pleasure he felt at seeing Hon. Mr. Tarte, and would assure that gentleman that, though on the opposite side of politics, if the present government brought up any measures of benefit to British Columbia he and Mr. Earle would be found in harmony with such measures. Mr. Prior paid a little compliment to Hon. Mr. Tarte's energy as a member of the House, and then, jokingly referring to the wreck of the San Pedro still lying on Brothie ledge, said that neither the past nor the present government could do anything to move her until an act was passed giving authority to do so, and Mr. Tarte well knew the hopes of the progressive Liberals that no acts were passed last session. (Laughter.)

Hon. Mr. Tarte—"Thank God." (Roars of laughter.) Hon. Mr. Tarte, also welcomed Hon. Mr. Tarte, and said he was glad to hear him say he was ready in his better days to support the progressive railway policy pursued by the last government. (Laughter.) If that policy should be continued he (Mr. Tarte) and Mr. Prior would not differ with it; he continued, smilingly, "if the present government adopt our other policy as well as our railway policy, I can assure Mr. Tarte of our undivided support." (Laughter.) He was glad to hear that Mr. Tarte would give his attention to the matters that had been brought to his notice, and though quite aware that Mr. Tarte could not pledge his government to the expenditure of large sums of money, he hoped the progressive railway policy which was already in operation in Canada, would be continued. He closed by assuring Mr. Tarte that the government would not continue the policy of the last government, and that the representatives of Victoria in parliament. The meeting was closed by Mr. Ker thanking the Minister of Public Works for his attendance and reminding him that on this visit he had only seen the Yukon and the province, and there was no reason to believe that the northern portion was any less valuable in resources.

TRAFFIC PARALYZED. It is Now a Full Week Since an Eastern Mail Has Reached Victoria.

No Definite Knowledge of When the Blockade Will Be Lifted.

It is now one week since an Eastern Canadian or Eastern States mail last reached Victoria, and not only have business operations been considerably interfered with by the non-receipt of letters, but the news stands have about exhausted their supply of periodicals, and freight is piled up at either end of the snow-blockaded section of the line in heavy quantities. On the Canadian Pacific it is "the fleecy flakes," not floods, that is causing all the trouble, even the railway men admitting that the fall of snow during the past week or so has been the most mischievous in the history of the road. General Superintendent Abbott, who went to the scene of action as soon as the delay became serious, is now at North Bend, from which he has telegraphed the situation yesterday in the following terse, telegraphic memorandum to Mr. George Courtney, the company's manager here: "The snowdrifts between North Bend and Yale are bad and considerably more numerous than they have been experienced in the Selkirk. The worst between the North Bend and Spuzzum. The rotary with a large gang of men is expected to reach North Bend this evening. The snow rotary has not been brought up from the Selkirk and will be available in case of accident and everything possible is being done to get trains through, but with no expectation of getting through to-morrow (Friday) night. All the passengers are well." This means that Hon. Justice, and the British representative, cannot under any circumstances reach Victoria until to-morrow, and that the opening of the Behring route must in consequence be postponed until next week. It means too that Victorians need not look for any Eastern mail to-night, nor yet count with certainty upon its getting through to-morrow. As soon as the blockade is broken the railway officials expect to move things with a rush, and from seven to ten days' mail, inclusive of British, will probably arrive together.

The American roads to the South are reported to be sharing the difficulties which have paralyzed through traffic on the Canadian Pacific, though they have not been so seriously embarrassed. The chief delays on the Northern Pacific have been along the Portland Pacific route, but even these are now disposed of. Mr. E. E. Blackwood receiving advice yesterday that the road is again open clear through to St. Paul for freight as well as passenger business. The interruptions on this line have been shorter lived than on either of the two other competing lines, traffic being completely blocked Monday in one direction only and on Tuesday in the other.

The Great Northern is tied up somewhere west of the Cascades, between Walla Walla and Everett, but its management, like that of the C.P.R., expects to have trains moving again by the west coast, to-day. It was on Sunday last that the stoppage of connection came on this route. WORD was received from up the line yesterday that Postmaster Robert McManus, of Northfield, had received serious injuries in a runaway accident, a compound fracture of one of the limbs being included in the injuries sustained.

MERCHANT MARINE.

Sickness and Mutiny Aboard the "Andora" Now Lying in Royal Roads.

The "Islander" Meets With a Trifling Accident and is Detained at Comox.

Her present visit to British Columbia is anything but pleasant for the British ship Andora, now in the Royal Roads awaiting orders. She arrived from Talcahuano, Chili, on Sunday last, and to add to the trouble on board occasioned by the illness of the captain and mate a mutinous spirit has prevailed among several sailors during the past few days. Captain Passmore, the skipper, and his mate are both in the hospital and the vessel is in charge of the second officer. What the exact nature of the mutiny is, or how grave the situation is, is not known. The vessel is at anchor, but it is stated authoritatively that the mutinous sailors are in irons and have been for the past day or two, as a result of having refused duty and having made an endeavor to desert.

THE "PURITAN" SOLD. Seventy dollars bought the wreck of the four-masted American schooner Puritan at the auction sale conducted in Mr. George Byrnes' rooms yesterday morning. The vessel was finally knocked down to Mr. J. McHardy, the well-known diver. In less than three hours after the purchase Mr. McHardy had sold out two-thirds of his interest, and expected to meet a buyer for the remaining third before the day was over. He intends, nevertheless, visiting the wreck and obtaining all that is of any value belonging to it. In the forenoon the vessel was towed to the pier, and the crew, consisting of a donkey engine, boiler, etc., appurtenances worth at least seven dollars. But at this time of the year great difficulty is experienced in salving a vessel lying at the Puritan is, exposed to a tremendous sea almost constantly. Diver McHardy, however, is an experienced man, and, if money is to be made at an undertaking of the kind, he is the one to make it.

A MISHAP TO THE "ISLANDER." Through the breaking down of an air pump the C.P.N. steamer Islander, on route North, is detained at Comox and unable to proceed until repairs are effected. The vessel came yesterday in a telegram to Mr. E. W. Vincent, an assistant manager of the C.P.N., who was also advised that the manager, Capt. John Irving, was on his way to Victoria. He, and also Capt. Meyers of the Danforth, were with plenty of material, and latter will remain in charge. The break to the air pump would not delay the steamer much more than four hours were she in port, but being where she is the inconvenience and loss of time will be much greater.

THE CITY. DURING last night and a portion of yesterday there was an utter lack of telegraphic communication east and south of Victoria.

LAST night the members of the Pacific Club entertained their friends at a smoking concert, and with plenty of musical talent and genial hosts the guests thoroughly enjoyed themselves.

THE NOBLE FIVE Consolidated Mining & Milling Co. intend making application to the legislature at its next session for permission to appropriate water from Crook creek for mining and other purposes.

MRS. BARRETT, the Port Townsend evangelist, who is conducting services in the Central Methodist church, will address a meeting of the W.C.T.U. at the Y.W.C.A. rooms, Johnson street, this evening.

MRS. HENRIETTA GRHAM, a widowed resident of 127 Menzies street, died yesterday after a brief illness, in her 37th year. The funeral is arranged to take place at 2:30 to-morrow afternoon from St. James' church.

Messrs. Wilson & Campbell give notice in the Gazette of yesterday that application will shortly be made to the court for a private act incorporating a company to privately purchase the Y.C. & Kootenay Railway, Anaconda, Midway and Boundary Falls.

PREPARING the agenda for a coming meeting of the Women's Council was the main business disposed of at the regular meeting of the W.C.T.U. yesterday afternoon. The meeting was enthusiastic, and before its conclusion municipal politics were also discussed.

THE FUNERAL OF MRS. MARGARET JOHNSON STOTT took place from the residence of her sister, Mrs. McLean, yesterday, Rev. W. L. Cleary officiating at the residence and grave. The pallbearers were Mr. J. B. Lovell, Wm. Christopher, John Murtry, Alex. Jack, D. H. Riddell and R. H. Jameson.

The advices received from the Palo Alto mine continue most encouraging. The shaft is now down 75 feet and the mine is constantly widening, and increasing in value, the latest assay giving \$38 to the ton. Work on the mine will be pushed night and day until it is placed upon a shipping basis.

KOOTENAY TO COAST.

The Rival Schemes for Securing Independent Railway Connection Discussed in All Details.

The Provincial Government Promise Consideration and Suggest a Combination of Interests.

The subject of direct connection with the Kootenays by an independent line from Victoria and the sister cities of the Mainland, was thoroughly considered yesterday at two important meetings in this city. The first of these might almost be termed a continuation of a conference opened Wednesday night between the delegates appointed by the boards of trade of the three Coast cities—Messrs. Gordon, E. Corbould and John Hendry, of Westminister; Mr. Campbell, of Vancouver; and Mr. C. McLagan, of Vancouver; and D. R. Ker and A. C. Flumerfelt, of this city—and the representatives of the rival schemes in the field for diverting a portion, at least, of the important trade of the Kootenays to the coast. Practically there is little difference in the two projects, the one that of Dr. Milne and his associates, known as the Burrard Inland and Fraser Valley railway proposition, and the other that of the Vancouver, Victoria and Eastern Railway Co. The representatives of each were present in force and went thoroughly into the details of their proposals with the delegates of the boards of trade.

Afterwards the delegates were appointed by the provincial government, Hon. Mr. Turner, Hon. Mr. Martin, Hon. Mr. Eberts and Hon. Mr. Fooley being present at the interview, which lasted upwards of two hours. During this time the whole question of constructing a railway from the Coast to Kootenay—a question necessarily covering a very wide range—was discussed from every standpoint, the delegates laying before the government the information they had received from the promoters of the two schemes, which were regarded by the government as being very satisfactory. The regret was, however, expressed that there should be two such strong opponents in the field as rivals, the object of both being the main identical, and the hope was voiced that an amalgamation of interests might be brought about. The government being alive to the importance of the contemplated railway, an urgent necessity of constructing another independent line into the Kootenay, gave the delegates the assurance that the matter as presented would receive most earnest and immediate attention.

The delegates returned with their cordial reception at the hands of the government, and with the manner in which Hon. Mr. Turner and his colleagues received the propositions for which they had been spokesmen.

AGAIN AT WORK AT HIS BENCH. Let's have a short talk with short words. As for myself, I always did like people to talk so I could understand them the first time, and not have to overhauls them afterwards to find out what they want to say. Did you ever see people that make you think of a rabbit in the grass, always looking out for things to get scared at and to run away from? Of course, now what is natural in a rabbit man is to be a man. The rabbit can't fight, and so he has to run. But a human being ought not to get fustered so easily. We ought to stand our ground better. Yet grown men seem to be as fidgety and full of alarms as defenceless little animals.

Here is one who says: "If any one knocked at the door it set my heart all in a flutter." We won't say that this man wanted for the world's championship skating race, to be held on the M.A.A.A. rink here this winter, by permission of the International Skating Association, was announced to-day as follows:

Friday, February 5, 1897.—1. International amateur race, 500 meters; 2. International amateur race, 1,000 meters; 3. Saturday, February 6.—3. International amateur race, 1,500 meters; 4. International amateur race, 5,000 meters. Gold, silver and bronze medals will be given to those finishing first, second and third. "The competitor who wins three of the four events will be awarded the championship gold medal and the title 'Champion of the world in distance skating, 1897.' Entries accompanied by a fee of \$2 must be made before January 31."

IN addition to the above the A.S. of Canada will hold a competition at several distances for which several prizes will be awarded.

THE OAR. GAUDAUR'S FAIR PROPOSITION. TORONTO, Nov. 19.—Gaudaur has replied to Barry's challenge to row for the championship. The champion says he will not go to England unless he is allowed fair expenses, but if Barry comes to Canada he will row him for any amount. Should the Englishman decline to do this Gaudaur will row him on the Thames next spring for £250 a side.

THE TURF. "STAR POINTER," KING OF FACERS. PHILADELPHIA, Nov. 17.—After several postponements, Star Pointer, the favorite pacer, won the championship of the world for three successive years, won the laurels to-day by defeating Joe Patchen, the other king of the turf, in three straight heats in a match race for \$1,000 a side at Belmont park. Besides this he succeeded in going the fastest heat in any pacer race ever held in this state. Star Pointer was the first heat of the race and Star Pointer made it in 2:04 1/2, beating Robert J.'s record made at Point Bresto by 1 1/2 seconds.

CHESS. LASKER IS WORLD'S CHAMPION. MOSCOW, Nov. 19.—The fourth and fifth games in the championship chess match resulted in Steinitz and Lasker winning one game each. The latter beat Steinitz yesterday in a Guico Piano after 65 moves. The score closes 4 to 1 in favor of Lasker, who thus becomes champion chess master of the world.

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OUR MILL... FLOUR... HEAT MEAL... LARD... AND ETC.

AR POWDER... IN CANADA

WAY A HEART... TOMACH, SO IF YOU HUSBAND CHEERFUL...

ar Baking powder... ALWAYS DUCES PLEASING TRY.

FOR 1897... Matterbox... Prizes, Etc.

Black and White... Wallbridge, BROKERS,

Mineral Claim... E. J. SAUNDERS.

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THE CITY

The Cariboo mine of Camp McKinney has declared another dividend of two cents a share.

The Horsely Gold Mining Co. of San Francisco has declared an assessment of 25 cents per share, payable on or before the 21st day of December next.

SLIGHT-RINDING in the slush was the favorite pastime of Victorians yesterday, and the novel sight was recorded of ladies in their furs seated comfortably in their sleighs to witness football games.

The British Columbia Pioneer Society have appointed a committee to arrange for the reunion of the pioneers and their friends on December 4, and the annual banquet at the Occidental promises to surpass even the very satisfactory spread of last year.

ALEXANDER McTAGGERT was in the police court yesterday convicted of assaulting the woman with whom he has been living for some time past, being sentenced to one month's imprisonment at hard labor with a fine of \$12.

The funeral of the late Mrs. Henrietta Gordon Graham took place yesterday afternoon from her residence, 127 Menzies street, and from St. James church, services being conducted by Rev. Mr. Sweet.

Great interest is being displayed by the members of the Local Council of Women in the arrangements for Lady Aberdeen's visit.

DEATH from diphtheria brought the childhood days of Margaret Marcella Meyer, daughter of the well known skipper of the C.P.N. steamship Danube, to a close on Friday night.

The newly organized Victoria Choral Union have their first practice on Wednesday evening at the Y.M.C.A. rooms. So favorably has the venture been received that already over sixty ladies and gentlemen have enrolled themselves as members.

ARE THEY DROWNED? Fears are entertained for the safety of Arthur Lane and James Hunter, who left Sidney in an open boat for Victoria on Thursday last, and have not yet been heard of.

and among the many is Thos. Doble, of 130 Head street, Chaudiere, who for twelve long years has wrought for the great lumber king, J. R. South, shantying in the snowy northern forests, and living there in such comfort during the summer months.

CHAMPIONS OF CANADA. TORONTO, Nov. 21.—The great match for the championship of Canada, played on Rosedale grounds this afternoon between Ottawa College and Toronto University resulted in a triumph for the visitors.

COWICHAN AGAIN DEFEATED. Twice defeated in as many games during a two day visit to the Capital, the Cowichan footballers who played the mighty Wanderers yesterday, return home today humiliated but pleased with the manner of their reception here and determined on reciprocating at an early date.

LACHUTE, Nov. 21.—A young man named Burke, while driving across the railway track at St. Philippe station today, was struck by the Ottawa train and fatally injured.

achieved in spite of the fact that the visitors' strength was augmented by the playing of Stewart, Hall and Rand, the three crack men of the Barracks team.

HERE AND THERE. The snow put an effectual stop to the intention of holding the race for the Hall cup yesterday, and for the same reason the football match between the Navy and the Victoria Rugby Club was postponed.

The Vancouver Island Plowing Association met at Saanichton yesterday, when prizes were arranged for in connection with the annual competition next Saturday to complete arrangements, for which the committee meets at the Clarence hotel Friday evening.

At Philadelphia yesterday the University of Pennsylvania defeated Harvard's football team—8 to 6.

At Manhattan Field yesterday Princeton defeated Yale at football, 34 points to 6.

LUMBERING ON THE OTTAWA. A LIFE OF GREAT HARDSHIP AND EXPOSURE.

River Drivers Often Waist Deep in icy Waters—Fain-Racked Bodies the Frequent Outcome—Only the Most Robust Can Stand This Weary Round of Toil.

Only those who have engaged in the arduous occupation of lumbering know how dearly earned is their livelihood, for among the many vocations of men that of lumbering ranks among the most dangerous and difficult.

Mr. Wolfe was born in California about 51 years ago and has been in British Columbia over 35 years, having been connected at Yale and in the Cariboo districts with the firm of Oppenheimer Bros., of Vancouver, to whom he is related.

AN ENTERPRISING CARPENTER. SAN FRANCISCO, Nov. 20.—C. J. Reinhardt, a carpenter of this city, tired of carrying on a hand-to-hand existence in America, is trying to raise a body of men to carry on a business in the South Pacific.

DR. WILLIAMS' PINK PILLS. There is no trouble due to either of these causes which Pink Pills will not cure, and in hundreds of cases they have restored patients to health after all other remedies had failed.

NAPANESE, Nov. 21.—James Burnette, a young man arrested here, charged with murder in Louisville, Ky., has gone back to that city.

ALBERNI MINES.

The Wagon Road Completed to the Alberni and Milling Commenced.

A Cash Offer for the Mine—Work to Be Pushed on the Quadra Group.

The wagon road from the shaft of the Alberni Consolidated to the mill at De Beaux is now completed, and an excellent road is the result.

At a meeting of the trustees of the Quadra Gold Mining Company held on Thursday last, it was decided to rebuild the house destroyed by fire last summer, and to continue sinking the claim and also to do some prospecting on the Quadra and Ophir claims.

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TEMPORARY ABERRATION. NANAIMO, Nov. 21.—(Special)—At the inquest on the body of Marcus Wolfe to-day a verdict was given of "death by his own hand during a fit of temporary aberration."

THE GALLANT "COLUMBINE." The lighthouse tender Columbine returned from an exciting and rather eventful trip to Destruction island and Shoalwater bay this afternoon, says an Asstoria dispatch of yesterday.

FROM THE WEST COAST. Among the passengers by the steamer Tees arriving from West Coast points yesterday afternoon were two young people from Euclet who did not appear to wear the ordinary travellers' fatigued and aimless expression upon disembarkment.

A NEW POINT. The question as to whether J. A. Lawrence had a right to elect for speedy trial was argued before Mr. Justice McCall yesterday, the point in issue being raised for the first time in this province.

TRAFFIC RESUMED WHERE TWENTY-FIVE MILES OF TRACK WAS BURIED UNDER SNOW. The C.P.R. is now clear and trains are again running through without transfer or delay.

FOSTER'S VISIT TO HAWAII. HONOLULU, Nov. 12, via steamer Alameda to San Francisco Nov. 19.—Ex-Secretary of State, John W. Foster recently arrived here from San Francisco.

BROOKVILLE, Nov. 21.—William Spellman, a cripple, who has been in jail since last June, attempted to burn the building yesterday morning. He divested himself of all his clothes, even to his socks, piled them in a heap in the cell and set them on fire.

HERE FOR REPAIRS.

Bark "Zinita" Floats Off the Beach at Gray's Harbor and Enters Esquimalt.

Steamer "Tees" Brings In a Wedding Couple—The "Columbine's" Good Work.

In tow of the tug Tye, of Port Townsend, the British bark Zinita arrived in Esquimalt yesterday, to be hauled on the marine ways to-day for an overhauling.

STEAMER "TEES" BRINGS IN A WEDDING COUPLE—THE "COLUMBINE'S" GOOD WORK. In their regular monthly shipping report, R. P. Rithet & Co., Ltd., thus comment upon the business done during October.

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Washed Out and Snow-bound.

The railroads are, but we are ready to fill your orders for Mince Meat, Plum Pudding and Thanksgiving Delicacies.

- BRANDY, RUM AND SHERRY FOR YOU SAUCE. Russet Apples, 7 lbs. 25c. Hard Cider. 25c. Canned Peel. 20c. Raisins, 3 lbs. 25c. Cleaned Currants, 3 lbs. 25c. Jordan Almonds. 15c. New Figs. 15c.

Just take a look at us. Thursday next we close. Get your orders in early.

Dixie H. Ross & Co., Government St.

JUST OPENED... The Meakin Hotel, AT TRAIL, B. C. The best appointed in the Kootenay Country, with all modern improvements. The Choicest Wines, Liquors and Cigars. MRS. M. A. MEAKIN, Prop.

They Say A good salesman can sell you anything. Our motto is "to sell you what you want," making customers and retaining them; not selling customers and losing them.

Jim Maynard's (Boot and Shoe Store, Douglas St., opp. City Hall.

November = and = December. During these months every subscriber to THE SEMI-WEEKLY COLONIST renewing a subscription for one year and enclosing five cents to cover cost of mailing, will receive a copy of the beautiful lithograph "LISTENING TO THE BIRDS," a fac simile of the picture issued with the Xmas Number last year.

FREE TO SUBSCRIBERS TO The Semi-Weekly Colonist. Renew now and secure one of these pictures in addition to the paper to the end of 1897.

THE BLOCKADE LIFTED Nine Days' Accumulated Mails and Delayed Passengers Arrive in Vancouver. Traffic Resumed Where Twenty-Five Miles of Track Was Buried Under Snow.

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Merritt—Man was made to mourn, you know. Coys—And what was woman made for? Merritt—To make him do so, I suppose.—Truth.

The Colonist.

MONDAY, NOVEMBER 23, 1896.

Published Every Monday and Thursday

The Colonist Printing & Publishing Company, Limited, Victoria.

W. H. ELLIS, Manager. A. G. SANDERSON, Secretary.

TERMS:

THE DAILY COLONIST.

Published Every Day except Monday

Per year, postage free to any part of Canada, \$10 00

Parts of a year at the same rate.

Per week, if delivered, 20

THE SEMI-WEEKLY COLONIST.

Per year, postage free to any part of the Dominion or the United States, \$1 50

Six months, 75

Subscriptions in all cases are payable strictly in advance.

ADVERTISING RATES.

REGULAR COMMERCIAL ADVERTISING, as distinguished from every other character of advertising—namely, that which is published in the Government and Land Notices—published at the following rates, per line, solid nonpareil, the duration of publication to be specified at the time of ordering advertisements:

More than one fortnight and not more than one month, 40 cents.

More than one week and not more than one fortnight, 40 cents.

Not more than one week, 50 cents.

No advertisement under this classification inserted for less than \$2.50, and accepted other than for every-day insertion.

Theoretical advertisements, 10 cents per line each insertion.

Advertisements unaccompanied by specific instructions inserted will be ordered out.

Advertisements discontinued before expiration of special period will be charged as if continued for full term.

Liberal allowance on yearly and half-yearly contracts.

WEEKLY ADVERTISEMENTS—Ten cents a line solid nonpareil, each insertion. No advertisement inserted for less than \$2.

TRANSIENT ADVERTISING—Per line solid nonpareil: First insertion, 10 cents; each subsequent consecutive insertion, 5 cents. Advertisements not inserted every day, 10 cents per line each insertion. No advertisement inserted for less than \$1.50.

Births, Marriages and Deaths, \$1.00; funeral notices, 50 cents extra.

Where cuts are inserted they must be ALL-TRIAL—not mounted on wood.

HEAVILY BURDENED.

Eastern men, particularly when they are connected with the Government, smile incredulously when they hear a British Columbian declare that his Province pays into the Dominion a very great deal more than its fair share of the revenue. They seem to think that on this subject British Columbians are laboring under an amiable delusion. Their attitude is to British Columbians very provoking, and their action altogether unfair. In order to convince those who have any doubts on the subject we propose to prove by a very simple calculation from data, the correctness of which cannot be questioned, for they are supplied by the Government itself, that British Columbia is compelled to bear more than its fair share of taxation. It will be admitted that the revenue is chiefly derived from customs duties. If, then, we can show that British Columbians are forced to pay per capita a great deal more in the shape of customs duties than the inhabitants of any other part of the Dominion, we have proved our point. The population of the different provinces was in 1891 as follows:

Ontario	2,114,321
Quebec	1,488,535
Nova Scotia	459,386
New Brunswick	321,283
P. E. Island	109,078
Manitoba	182,506
British Columbia	98,173

According to the Statistical Year Book of Canada for 1895, the contributions of the several provinces in that year to the general revenue were as follows:

Ontario	\$7,128,749
Quebec	6,608,975
Nova Scotia	1,100,111
New Brunswick	942,311
P. E. Island	130,137
Manitoba	484,212
British Columbia	1,053,691

From the above data the reader who takes the trouble to make the calculation will find that the per capita contribution of the different provinces to the Federal Revenue from customs duties is:

Ontario	\$3.37
Quebec	4.44
Nova Scotia	2.44
New Brunswick	2.93
P. E. Island	1.20
Manitoba	3.17
British Columbia	10.73

The disproportion is most striking. It is seen from this that British Columbians pay in the shape of Customs taxes per capita nearly if not quite three times the average rate. We do not mean to insinuate that the Dominion Government intentionally discriminates against this small Western community, but we do say that in apportioning grants to the different provinces regard should be had to British Columbia's very large and very disproportionate contribution to the general revenue. If all the other provinces contributed to the revenue in the same proportion as British Columbia the Customs receipts instead of being between seventeen and eighteen millions would be considerably over fifty millions.

THE GOVERNMENT'S PLAN.

The address of the Vancouver Board of Trade to the Minister of Public Works contained the following reference to the fast Atlantic line:

As matters of first importance to the Dominion in general, to the Province of British Columbia and to Vancouver in particular as the chief terminal and shipping port on the Pacific Coast, the Board would call your attention to the paramount importance of the establishment of a fast Atlantic service, the acceleration of the trans-continental mail service and the taking of such steps in regard to the Canadian-Australian line that with the least possible delay it may be raised to the position of a first-class mail and passenger service, and further, in the same connection, everything possible should be done to facilitate the

early consummation of the Pacific Cable. Upon these matters strong representations were made by this Board to the late Government about a year ago, and it would respectfully urge that you may be pleased to give them your serious consideration.

Mr. Tarte in reply gave the following full explanation relative to the views of the Government with respect to the fast line and the progress that had been made in the negotiations with steamship owners:

As to the fast Atlantic service he reminded them at the outset that the present Government had not been long in power. When they took office they found that two tenders were in for the service, but neither of them were absolute offers. There had been no hitch in the negotiation. As he had said before there were two tenders—one from the Allans and one from Huddart. But they were not absolutely definite offers. They were such that the tenderers might recede from them at any time. For the last eight years there had been an offer of \$500,000 placed in the estimates to promote a fast Atlantic service. This was found not to be a sufficient inducement and it was increased to \$750,000. In spite of this they never repeated an absolutely definite proposal. This was a very large sum and it seemed larger when they considered that the proposal was to have the payments continued for a term of 10 years. There was one thing in considering the matter that the Government did not lose sight of, and that was the interests of the farming community. The tenderers offered vessels that would only carry 1,500 tons of cargo, which, all things considered, was very small. They had to remember that every year the art of shipbuilding was being improved. If in a year or so they could have 18 knot boats without paying three quarters of a million dollars a year they would like to have them. What was wanted was a joint improvement in speed and carrying capacity. That was what the government had in view, and there was no secret about it. They would lose no time in the matter. Negotiations were now going on. More he was not in a position to say. He would lay all their suggestions before his colleagues.

It would appear from Mr. Tarte's observations that the Government's opinion as to what a fast line ought to be is hardly in harmony with that entertained by the Vancouver Board of Trade. If the Government's views prevail the project of a fast line will be given up altogether, for naval architects seem to think that to combine a high rate of speed with large carrying capacity is an impossibility. Very fast boats cannot, in their opinion, carry a large quantity of freight, and vessels which are good freight carriers cannot be made as fast as the requirements of modern travel demand. The Government, if it carries out the policy outlined by Mr. Tarte, will throw up the sponge so far as entering into competition with the fast New York lines is concerned. The American boats will have practically a monopoly of the passenger traffic and mail service. How the enterprising men of the Dominion will like this remains to be seen.

WORK ON THE FRASER.

We were not long ago, as our readers may remember, brought to book for having expressed our conviction that Mr. Coste, Chief Engineer of the Public Works Department, had not said that the work done on the Fraser River by the Dominion Government had been a blunder, and that it had been commenced at the wrong end. Mr. Thomas Cunningham then rebuked us in a manner which he no doubt considered truly crushing, and the Westminster Columbian commenting on our scepticism said, with as much force as elegance, that Mr. Coste would soon be in British Columbia and the COLONIST then would have either to "put up or shut up."

Well, we survived both attacks. Mr. Coste is here, and we learn from a letter written by another heaven-born engineer that Mr. Coste approves of the work done by Mr. Gamble at the mouth of the Fraser River. In a letter signed H. J. Robertson, who is, we believe, better known as Captain Robertson, in the Westminster Columbian of the 16th and 17th (the letter was too long for insertion in one issue), we find the following passage:

Mr. Coste, Dominion Engineer-in-Chief, informed the writer that he approved of the plan, and regretted that the funds would not allow the building of two. (How fortunate for the owner of the land.) This gentleman (Mr. Coste) highly approved of sinking mattresses outside the river. I was also given to understand that he approved of the Mission bridge. When the City Council of Victoria wished to reconstruct Point Ellice bridge, with less than 160 feet span, it was refused. There is little or no traffic for vessels through this bridge, like that at Mission. Yet an eighty feet dray was considered quite sufficient in the Fraser. But the C.P.R. ruled here. Mr. Coste believes in my stress work, and intends, if I understand him rightly, to protect the upper end of Nicomen island with mattress work. In fact, he affects to be of the school of forcible measures. On the authority of long experience on rivers, I ventured to deny force; hence, we did not agree on the subject.

Captain Robertson disapproves of Mr. Coste and writes in a wrathful mood, but that official will, we trust, be able to bear both the disapproval and the anger of the self-made engineer.

Then the Vancouver Board of Trade in the sensible, business-like address which they presented to the Minister of Public Works the other day, quietly gave the self-sufficient critics who condemned the work which the late Government had done on the Fraser a sharp rap over the knuckles. They said:

Certain recently published reports with respect to improvements on the Fraser river appear to be somewhat misleading, inasmuch as they would indi-

cate that the work already done was being carried out in the upper reaches of the river. While admitting that improvement in the upper reaches is very desirable in the agricultural interests and that the removal of snags and bars so to keep the open channel for local steamers available at all seasons is of the greatest importance, the board would wish to impress upon you its conviction that the work carried out by the Government engineers at the river mouth has been of inestimable benefit; and further, that the regulation of the river channels from the mouth to New Westminster is now and always will be a matter which should receive fair and constant attention.

Worse than all, the Minister of Public Works himself in his reply to the address gave a direct contradiction to the delegate who was in such a hurry to tell the public that Mr. Coste condemned the work that had been done on the river and, by consequence, the engineer who planned and superintended that work, in the following terms:

He wished to say that what had been said at the time when the delegation had waited on him had been misconstrued. The Chief Engineer had not then said that what had been done had been wrongly done. The work done had been useful. It deepened the channel and had not decreased the velocity of the river.

Our readers see that we were amply justified in doubting the correctness of the statement made by Mr. Cunningham. We are, however, far from accusing him of deliberate and willful misrepresentation. It is evident that he misunderstood the drift of Mr. Coste's remarks, and, therefore, reported them incorrectly. This is done every day by persons better skilled in reporting than Mr. Cunningham. But he was just a little too positive and too ready to pitch into those who concluded that he must have been mistaken. He knows now that in the opinion of men well qualified to form an intelligent and a correct opinion on the subject that the work done on the Fraser is good work, and he and Captain Robertson and other "practical men" should be a little diffident of their own opinion when on a subject requiring professional knowledge to understand thoroughly they differ from professional men of known ability. Our experience has been that a "practical man" on such subjects is generally a great blunderer, causing any amount of loss by his ignorance and his self-sufficiency.

WORK.

Some people imagine that they would be perfectly happy if they had nothing to do. They consider it a great misfortune that they are obliged to work every day and all day long with only a holiday now and then to vary the painful monotony. Such persons look upon work as irksome and they regard the obligation to work constantly in the light of a curse.

Are they right? Is it a misfortune that most men and women have to be continually employed? Who are the idle people of the world? Savages are idle. They hate exertion. They work by fits and starts when compelled to do so by hunger. Is their condition a happy one? Does the savage, who is a great deal more than half his time idle and who, unless gorged, is nearly always hungry, enjoy his existence more than that the civilized working man who labors ten hours a day for six days in the week and hardly knows what hunger or hardship means?

Criminals, as a rule, hate work. It is because they have an unconquerable antipathy to work that the greater number of them are criminals. They resemble the savage in this, their lives are made up of periods of feasting and periods of fasting. It is with them either a feast or a famine, and they make no provision for the future. Their lives, too, are full of alarms and anxieties. Do they not pay very dearly for the luxury of idleness? What man, who has full employment for his brains or his hands, would change places with—leaving disgrace and degradation out of the question—the criminal?

Those who are suffering from disappointment or grief, those who are disheartened or are not disposed to active exertion. But are they the better for being idle? Would it not be better for the sailor and the grietfisher if they roused themselves and went to work at their ordinary employment? Would not work divert their thoughts, would it not compel them to cease brooding over their sorrows, and in this way once more restore them to cheerfulness. The person who is actively employed has some interest in life which makes it bearable, but to the unemployed man or woman, loaded with care or stricken with grief, life often becomes a burden which is exceedingly hard to bear. Work—hard, continuous work—to a person in such circumstances is a blessing.

The very rich are not under the necessity to work, and they are often idle. Are they the better off on that account? Pleasure becomes to many of them a toil, and we have to go to a foreign language to find a word to express the weariness caused by doing nothing. Many who are rich voluntarily engage in undertakings of one kind and another that involve more toil and hardship than does the employment by which a poor man earns his daily bread.

A writer in the November Forum, William Ferrero, whose object it is to show the connection between work and morality, says: The capacity for work is such an important quality that I believe it influ-

ences not only crime but suicide. A great capacity for work is a safeguard against the temptation to commit suicide at the most painful moments of life. Those who have suffered much know that the worst pang of excessive grief is that one is not able to shake off the thought of one's misfortune. The mind constantly recurs to it, overcome by a terrible obsession, incapable of attending to anything else, and forced to brood over its sorrow, until this painful contemplation slowly wears out all energy of will. In this state of mind work is repugnant, because it diverts one's thoughts from the painful contemplation of one's own grief; and yet work is the only means of saving a man from the depths of despair, because it frees the mind from painful ideas, and relieves it from the self-torment caused by the ever-present image of misfortune. Even the strongest of men feel a distaste for work when suffering from some great sorrow; their mental energy and grief are struggling in their minds. If, however, their mental energy wins, in spite of their grief, they continue to work just as they did when they were happy; they will be able to set their minds at rest and to lessen the obsession of the painful ideas which destroy the will power and lead to extreme resolutions; they will run less risk of giving way to despair, and they will be able, although they suffer very much, to await the consolation which will come to them in the course of time. On the contrary, those who, possessing less mental energy, slacken their activity under the influence of grief, allow the latter to take possession of the mind and to eat away, like a cancer, all their force of will, I believe that those who commit suicide under the influence of sorrow, are men who, in moments of grief, do not possess sufficient energy to continue to work as hard as usual; therefore they lack the principal means of escape from that obsession of the sad thoughts which destroys all moral energy and annihilates courage.

From this it will be seen that work at all times is best for men and women. When they are well and happy it keeps body and mind in a healthy condition. When they are unhappy from any cause it is the best medicine. It restores tone to the mind and vigor to the body; it creates new interests and it either helps to forget or gives strength to bear.

DREADFUL.

Humane citizens will be shocked to learn that when the unfortunate insane patient, Miss Field, was taken to the New Westminster asylum she was manacled. Her feet were fettered by "irons" and she was handcuffed. A person who has had a good deal to do with the insane and knows how to manage them and to take care of them, informs us that "there is no earthly reason why manacles should be used at all on an insane woman, no matter how violent she may be. There are other appliances, and they are merciful ones, which can be used and which answer all purposes of security with no discomfort to the patient."

The policemen who had charge of the unfortunate woman had, we are sure, no intention to be cruel or to use unnecessary violence. They acted according to their lights and used such instruments as were within their reach. But they were assigned a duty which they were necessarily unfit to perform and which they should never be required to perform. It is for them to do with criminals; they cannot be expected to treat patients properly. That female patient should have been in the hands of women, and women, too, who understood their business. She should have been placed in charge of nurses not constables. It is not pleasant to think of an insane woman being left in the charge of men who did not know how to treat her, and who could think of no other way to keep her from doing harm to herself and others than to put her in irons. How would any citizen of Victoria like to see his wife or his daughter or his sister, who should be unfortunately afflicted with mental disease, placed in such hands and treated in such a way. The very thought of it is sickening to any man of common humanity.

Persons in the first stages of insanity should be sent to the hospital for safe keeping. There should be a room in the institution in which they could be confined, and there should be at hand all necessary appliances. It is absolutely necessary that women patients should be placed under the care of women only.

The Kettle river mining division of Yale and the Trail mining division of West Kootenay have been created separate local districts, orders in council bearing date of the 26th of May and the 5th of the present month. Mr. William Graham McMyrn, of Midway, is named as local board of health for the Kettle river district, and Mr. John Kirkup, of Rossland, as local board of health for Trail. On the recommendation of the Provincial Board of Health Dr. E. J. Bowes, of Rossland, is appointed medical health officer for Trail district.

Awarded Highest Honors—World's Fair, DR.

PRICE'S CREAM BAKING POWDER

MOST PERFECT MADE.

A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant, 40 YEARS THE STANDARD.

900 DROPS

CASTORIA

Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of

INFANTS CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

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Dr. J. C. WATSON, PITTSBURGH

Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

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Chas. H. Fletcher
NEW YORK.
At 6 months old
35 Doses—35 CENTS

EXACT COPY OF WRAPPER.

SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA IS ON THE WRAPPER

Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get O-D-S-T-O-B-I-A.

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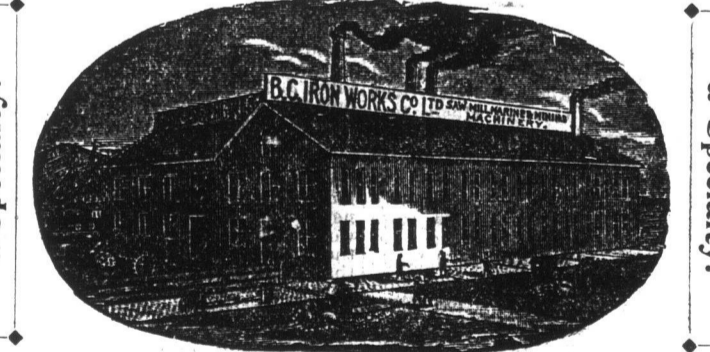
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RETAIL EVERYWHERE.

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