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Mr. Camillus Senne

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STITUTION. Have Absolute Con-Endowment.

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easure to testify to nine's Celery Col victim of female if was completel od purifier I know

## ANOTHER LETTER TO THE PEOPLE

PREMIER SUPPLEMENTS HIS FORMER MESSAGE

Deals With the Claims of British Columbia, Railways and Several Other Matters.

To the Editor:-A few days ago, in an nen letter to the people of British Combia, I outlined in a general way my own position and the policy of the gov remarks with others, and in ally to meet the objections that raised. I have not been dised with the reception with which ent's declaration has been of this government. as I felt certain when our on and policy were fully d, much of the opposition—the misapp chension-would dis- worthy of support. sult of misapprenension—worth disperser, and that they would be generity endorsed by the electors, more escially when they have read my letter Sir Wilfrid, which I have permission to good reason why it should not be adered if its worth of support. The government is accused of adopting Mr. Martin's and Mr. Smith Curtis's railway policy. Even if that were true, it is no good reason why it should not be adered if its worth of support.

Wilfrid Laurier in perfect confidence, being made uniform. en and above board, because I have A principle not generally applicable,

had the endorsement and support of plain that these objects would not be the country by railways, the opening those who are his political advisors and attained by either one of these com- up of mines, the establishment of industhose who are his pointern advisors and panies getting the subsidy, because the parts of Canada will prevent it. It has been charged that one reason why our been charged that one reason why our those who are his pointern advisors and holds of panies getting the subsidy, because the tries, the standsometh of holds of panies getting the subsidy, because the panies getting the subsidy, because the tries, the standsometh of holds of panies getting the subsidy, because the tries of the country situated as British Columbia is, where the panies getting the subsidy, because the tries of the country situated as British Columbia is, where the panies getting the subsidy, because the tries of the country situated as British Columbia is, and had I thought for a moment that as suggested, I regard it as a proposal essful has been because we did not Columbia in the Dominion parliament however. I have sent each of these rep resentatives a copy of the letter to the

thomblest of British subjects will not be denied a hearing. A condition of things in which we new three times the average icy of last year, which was attacked in fully agree with him; but a careful study of the alignment of the an which we pay three times the average per capita tax of the people of Canada to the Dominion treasury—an amount which bears the ratio of three to one to that received by the province for all purposes; in which the cost of adminstration is three or four times that of other provinces; in which, by our far al from the great centres of trade of the Dominion, the freight charges on goods consumed is many times greater than that of those who, for instance, live in Ontario or Quebec; and in which,

at the same time, we have to depend for our revenue under the constitution pon sources which are identical and not greater than those of other provinces—
is one which must find a solution in the
way construction." present. If we are so handicapped by ural conditions and by the Terms of

Union, which are admittedly hard to

conference and in the representa- though its aid was two or three times we made in connection with it, we greater than that given by the Domindown no hard and fast lines; we ion. For instance, a railway company y suggested agreement. I defy any going through private land might wish to place his finger on a sentence in for free right-of-way or a portion of whole correspondence up to the land as a subsidy. If the owner imthe in promoting mutual interests. should carry his produce at a certain not justified by the facts we had rate and the com

non evidence to be submitted, the could say, "Very well, you can't have

claims of the province for better terms, my lands." The company would as a and in the letter to Sir Wilfrid Laurier matter of fact have the right to enter

the course which the government has poses to do-to stipulate certain c awa are proper and in the public in-

Whether or not the facts stated thereand the conclusion draws are cor-

Whether or not, in that case, we did right in making such representations and in pressing our claims as we did: Whether or not the government is now right in continuing to press those claims and in asking for a convention for their Whether or not they will unite in sup-orting them:

of the report of the delegation to Ottawa was written. We asked there that an

Whether or not, if our course has been that and other issues that might be raise n the interests of the province, the govn the interests of the province, the gov-remment is entitled to any credit for its forts in that respect:

whether they are sound, practical and

publish.

Among other things, an impression is but we have not adopted that policy, Aniong other tange, an imperiod of an independent to be conveyed—more especially and we have not adopted the principle at our representations to Ottawa have of government ownership. I have stated me an issue in the present federal distinctly that I am not in favor of the ign in Victoria-that the govern- government of the province undertakis endeavoring to create a feeling ing on its own account, as a general agonism against the Dominion, principle, the building of railways, and e people of this province. This is and untrue. In all the corresponding to the province is not in a position financially to do it;

all along believed him to be a statesman however, may be so under special and who can rise above party considerations all along beheven min to be a stack who can rise above party considerations whenever the interests of the country are at stake, and who is willing to do justice to all sections of Canada alike. It is quite natural, however, that he will be influenced by his supporters in British Columbia, and if our representations at Ottawa are not ultimately successful, it will be because they have not find the endorsement and support of the control of the country by railways, the opening had the endorsement and support of the country by railways, the opening had the endorsement and support of the country by railways, the opening had the endorsement and support of the country by railways, the opening had the endorsement and support of the country by railways, the opening had the endorsement and support of the country by railways, the opening had the endorsement and support of the country by railways, the opening had the endorsement and support of the country by railways, the opening had the endorsement and support of the country by railways, the opening had the endorsement and support of the country by railways, the opening had the endorsement and support of the country by railways, the opening had the explanation of the public; but the country by railways the opening involved had never before been brought to the attention of the public; but the to the attent

sons who are expected to co-operate

railway assisted passing under the jurisdiction of the Dominion, that the control should become a matter of contract eir political leaders and representa- ada come within the exclusive control of not only fail to back up our efforts the Dominion, and that therefore there Those anxious for an argument on the actually belittle them, for no other son than that they are made by the insmuir government." If that be highest conception of party politics. highest conception of party politics authority. Similar objections are held to the power of taking the railway over after 20 years as a provincial undertak-thankful I am not a politician.

Let it be understood once for all that government has not attempted to the terms to the government at Ota, and that it has not asked for a money that we may have the liege of spending it. On a former ision we asked for a conference to like a delegation, to lay one views. a delegation to lay our views ditions being complied with. Otherwise the Dominion government. In the province would be powerless even

now published, the country will have an into any arrangement even to carrying portunity to judge as to the validity his goods and himself free, as a matter f the grounds upon which our proposal of private contract, and there would b no abrogation from the authority of the I now ask those who take exception to Dominion. That is all the province propursued to state definitely and unequitions as a return for the subsidy. I wil never consent to granting bonuses to whether the representations made to Ot- railways without a proper measure of control being exercised; and if this be Ottawa. If the British North America Act will not permit us a voice in the railways we help to build when these pass under the jurisdiction of the Dominion, then that act should be charged as soon as possible, or a notice served on all railways that they must deal with the Dominion exclusively. The issue mind the first paragraph of page 550

efforts in that respect:

And whether or not, under such circumstances, the failure so far, to secure

Some years ago a similar question arose in Ontario and the province and recognition of our claims or reply to our municipalities which had assisted rail-representations, is to laid at the door ways took very great objection to lines which they had assisted passing out of Let our opponents, foo, take up the different planks of our platform and say question there, owing to the fact that all question there, owing to the fact that all existing lines of railway, have been absorbed either into the C. P. R. or Grand Trunk systems, existing legislation being insufficient to prevent it, and no better

What the delegation of the Dominion government was that in a province like British Columbia where the building of railways is the very essence of development, that could not be effected without the combined aid of both governments. Where two governments assist railways and such assembled as absolutely necessary for this minded. Progressive and far-seeing citi-specific proposals, backed up as is now willing to enter into negotiations with the Honorable the Minister of Rail-specific possible, would not only not excite opposible, would not only not excite opposible, would not only not excite opposition in other parts of Canada, but would receive the endorsation of all fair-specific progressive and far-seeing citi-specific proposals. ir and untrue. In all the correstant of the Dominion authorities (2) it is the duty of the Dominion government, if at all; (3) success of the province is not a word of reproach, not a single untrace. I have gone to Sir the whole Canadian system of railways the whole Canadian system of railways being made written.

of the other. As both companies appear ernment officials and other expenditures cerned, to see our claims made the subject of unanimous demand on the part of the people of this province to the Dominion of Canada, not as against the

festo has remarked the financial situa-I now come to the question of consti- tion is the most vital issue in provincial position is taken that the province, by seeking to impose conditions of any, stand by contract with any railway it kind by contract which may be, or is, ment he, or any other gentleman as minproposes to assist, which may be, or is, declared to be for the general benefit of Canada, and consequently under the exclusive control of the Dominion of Can- ment. We ask no favors of the Dominada, is acting ih "open defiance of the Dominion government—a direct derogation from the Dominion Act, and an attended to the Dominion Box acting the Domin aplate no surrender of our provtempt unconstitutionally to vary the incial rights. We ask merely for justice provisions of the B. N. A. Act," and and such a fair return of our revenue "a declaration of war against the per- under the terms of a convection as will enable us to do for ourselves what we with the provincial government in rail- are otherwise unable to do, namely, to way construction."

The government stipulated in its Railway and development as at
mediations which we have begun, or
a the application of other remedies
which the future will disclose. It is an
mediation of development as at
mediations which we have begun, or
a the application of other remedies
way Act that the province should have
"absolute control" of the railway and
mediation its Railway Act that the province should have
"absolute control" of the railway and
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way Act that the province should have
"absolute control" of the railway and
mediations which we have begun, or
a the application of other remedies
way Act that the province should have
"absolute control" of the railway and
mediation in the way of administration
and development. I can state the whole
case in the terms of my letter to Sir
Wilfrid Laurier in effect that if the provnce had control of all the revenues con tributed to the Dominion and provincial djust how much more difficult will it between the province and the company. It is pointed out that the railways deose to whom the people look as clared for the general benefit of Canthing else asked for or required, and still have a yearly surplus to its credit.

JAMES DUNSMUIR.

erits of the case are invited to take

ROBBED SUMMER COTTAGES. Elizabethtown, N. Y., Jan. 29.—William James, Frank Colby, John Colby, Arthur Colby, Ashley Wilkins, Wm. Reynolds and Mrs. Grace Wilkins, of Lake Placid, were arrested last night, charged with charged with plundering summer cottages. One of the cottages alleged to have been entered belong to Bishop Potter, of New York. All kinds of house furnishing goods, it is asserted, by the police, were found in the possession of

#### those arrested. TUMORS.

We have lately made some truly wonderfied by the facts we had consideration. We have a convention to discuss, had control of rates, the land owner for addresses and particulars. Address STOTT & JURY, Bowmanville, Ont.

# PREMIER'S LETTER TO SIR WILFRID LAURIER

Minister, Ottawa:

Dear Sir Wilfrid,-While in Ottawa last winter the members of the delegation truth of such an accusation. To show tion from the government here, person- the bona fides of our desire to afford dially and by letters and statements sub- rect communication from the Coast to mitted, presented with all earnestness Kootenay, we, shortly after the proroga-and to the best of their ability the argu-tion of the House, undertook a complete ments in favor of a re-adjustment of survey of the proposed route via Hope the financial arrangements between the province of British Columbia and the Dominion of Canada; and I must confess to a feeling of disappointment in rot having had a definite reply as to whether these representations, in whole or in part, had received, or would still I have no doubt fully explained to you would the consideration of your government that absolutely no reliable data upon which to proceed. This, however, was or the consideration of your government that absolutely no reliable data upon which to proceed. This, however, was or the consideration of your government that absolutely no reliable data upon which to proceed. This, however, was a collegency the consideration of your government that a section of the consideration of your government that a section of the feasibility and exact cost of a line of railway. Up to that time to the procession of the feasibility and exact cost of a line of railway. Up to that time to the procession of the feasibility and exact cost of a line of railway. Up to that time to the procession of the feasibility and exact cost of a line of railway. Up to that time to the procession of the feasibility and exact cost of a line of railway. Up to that time to the procession of the feasibility and exact cost of a line of railway. Up to that time to the procession of the feasibility and exact cost of a line of railway. Up to that time to the procession of the feasibility and exact cost of a line of railway. the financial arrangements between the Mountain. This was done in order to receive, the consideration of your gov- by my colleague, Hon. W. C. Wells, As you are aware our representations however, in order to show you that it

were made with fairness and frankness was our sincere desire to further the and without respect to party or political interests of the various sections to be considerations-simply on the grounds of affected by such an undertaking, which what appeared to us as matters of right was, as you know, the subject of strong What the delegation brought to the attention of the Dominion government was that in a province like British Columbia where the building of railways is the

rived at as to a common policy and uni- then made. That impression arose no and reasonable in the interests of all form system of communication. We doubt from the fact that many of them concerned. In so doing this government wanted also a clearly defined understanding as to where our jurisdiction beand where the Dominion jurisdiction beand where the Dominion jurisdiction being as to a so as to avow confirst which is ever

and the fact that many of them concerned. In so doing this government fetween the province and the Dominion had never previously been catalogated in does not wish to be bound by it as a
for the purpose of reviewing the whole
one document, and the considerations precedent for or against the general facts of the case and arriving at better
involved had never before been brought
to the attention of the public; but the railways so far as the province is coninvolved had never before been brought
to the attention of the public; but the railways so far as the province is coninvolved had never before been brought
to the attention of the public; but the railways so far as the province is coninvolved had never before been brought
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some the purpose of reviewing the whole
some the province and the Dominion
for them the pain was
for the purpose of reviewing the whole
some the purpose of reviewing the w justness of the claims and the facts cerned, or as one which should be made investigation, and by no argument other lets are the newest and most effective But the cruz of our demands on the upon which they are based have so far applicable to other railways under contour than is just and equitable to appeal for backache, lame or weak back, Bright's disease, diabetes, dropsy.

duplicated. The subsidizing of one company, therefore, means the exclusion schools, administration of justice, govof the other. As both companies appear anxious to reach the Similkameen, a joint government railway from some common point of juncture to the coast, over which both companies would have we'ver, I have sent each of these repsentatives a copy of the letter to the
ime minister, requesting his co-operaon and support in behalf of our claims.
In order that our case may not be
In order that our case of the both companies would have been only too glad to have
over which both constant sources of revenue arising out of customs, excise, fishover which both constant sources of revenue arising out of customs, excise, fishover which both constant sources of revenue arising out of customs, excise, fishover which both are revenue arising out of customs, excise, fishover which both are revenue arising out of customs, excise, fishover which both are revenue arising out of customs, excise, fishov In order that our case may not be prejudiced on account of political connecessarily be greater, because by this indications. I am averse to having the librarities of the province would not be prejudiced on account of political connecessarily be greater, because by this tended that for the purposes of perments should be carried on through other important, and as one which would be as a consequence of our prosperity, however, that negotiations of the two govern; that portion of the country as highly revenue which would be as a consequence of our prosperity, however, that portion of the country as highly revenue which would be as a consequence of our prosperity, however, that portion of the country as highly revenue which would be as a consequence of our prosperity, however, that portion of the country as highly revenue which would be as a consequence of our prosperity, however, that portion of the country as highly revenue which would be as a consequence of our prosperity, however, that portion of the country as highly revenue which would be as a consequence of our prosperity, however, that portion of the country as highly revenue which would be as a consequence of our prosperity, however, that portion of the country as highly revenue which would be as a consequence of our prosperity, however, that portion of the country as highly revenue which would be as a consequence of our prosperity, however, the province which would be as a consequence of our prosperity has a consequence of our prosperity of the province which would be as a consequence of our prosperity has a consequence of our prosperity of the purposes of permitted that the province which would be as a consequence of our prosperity has a consequence of our prosperity has a consequence of our prosperity has a consequence of the purpose of permitted that the province which would be as a consequence of our prosperity has a consequence of the province which we have the province w necessarily be greater, because by this siderations, I am averse to having the question of just terms for British Columbia becoming a party cry of either Liberals or Conservatives against the Liberals or Conservatives against the conservative and the purpose of per than the ordinary channels for conduct and as one which would be carried on through other than the ordinary channels for conduct and as one which would be carried on through other than the ordinary channels for conduct and the purpose against the conservative against the con other. I want, so far as I am congentlemen, the interests of whose consti-tuents are deeply affected by the negotia-I now come to another matter of still and prevent that high limit of de

future. If we are denied justice at the hands of Eastern Canada, we must then hands of Eastern Canada, we mu basis of such suitable recognition, We tion.

1900, and to which I again earfiestly direct your attention. Our policy submitted at the session of 1901 was based on the reasonable hopes we entertained of assistance from your government. It was outlined in the preamble of the act then passed providing for the construction of certain railways. Not having, however, up to that time heard from your Minister of Railways as to the proposals we made while at Ottawa (and in reply to telegrams subsequently urging co-operation), we were of necessity obliged to define our own position in result to the same are such as to work a perpetual hardship to one of the contracting parties. That it does do so, Ishall proceed to show.

Which was laid up for the winter on the 4th of November, was still being operated when the letter was written.

Mention is made of the lack of road-way posts for the guidance of travellers who happens to be that tune heard from your Minister of Railways as to the proposals we made while at Ottawa (and in reply to telegrams subsequently urging co-operation), we were of necessity obliged to define our own position in re
The government of British Columbia obliged to define our own position in regard to those lines of railways and to stipulate the conditions upon which we would be willing to assist in building unique in Canada, and must for all time might wish to include in a general policy less mountainous throughout its

The following letter has been sent to via Hope Mountain into the Boundary Sir Wilfrid Laurier by Premier Dunsmuir:

Premier's Office,
Victoria, B. C., 7th January, 1902.
Rt. Hon. Sir Wilfrid Laurier, Prime Mountain into the Boundary It was charged that our policy was framed with a view to favor the C. P. R. as against other companies and to prevent Victoria, B. C., 7th January, 1902.
Rt. Hon. Sir Wilfrid Laurier, Prime am not in any way bound to offer an explanation or defence of our policy to schools, the roads and trails, bridges, one which cannot fail to charm, and as one which cannot fail to morrow night. The ladies and does in other party of Canada. The distances between the settlements are clear than the institute age three or four times per mile what it does in other party of Canada. The distances between the settlements are clear than the institute age three or four times per mile what it does in other party of Canada. The clear than the institute age three or four times per mile what it does in other party of Canada. The clear than the institute age three or four times per mile what it does in other party of Canada. The clear than the institute age three or four times per mile what it does in other party of Canada. The clear than the institute age three or four times per mile what it does in other party of Canada. The clear than the institute age three or four times per mile what it does in other party of Canada. The clear than the institute age three or four times per mile what it does in other party of Canada. The clear than the institute age three or four times per mile what it does in other party of Canada. The clear the clear than the institute age three or four times per mile what it does in other party of Canada. The clear the clear than the institute age three or four times per mile what it does in other party of Canada. The clear the clear than the institute age three or four times per mile what it does in other party of Canada. The clear the clear than the institute age three or four times pe explanation or defence of our policy to your government on that score, at the same time I wish absolutely to deny the is in the East.

revenue provided under the constitution John Probity (aged 23) ...... of revenue, also means proportionate in Miss Grace Emery ..... Miss Fanny Keefe crease of expenditure in order to supply the varied and expanding needs in the way of schools, the administration of justice, the building of roads and bridges, railways, etc., etc. As a consequence, the balance between revenue and expenditure under present conditions is difficult to reach and maintain.

to take these matters seriously into consideration and arrange for a convenion by Tablets. I got a bottle and after I

inion house of parliament. From the this instance if the V., V. & E. railway which, if fully developed, will prove of standpoint of policy it might have been company and the C. P. R. company will inestimable advantage in making the

manimous demand on the part of the people of this province to the Dominion of Canada, not as against the Dominion of Canada, no the government that may be in power. We must depend on the principles of the people of the sister provinces, rather than upon political in flate. The Great Lakes, and the prevacuable with a single railway line would serve of the Great Lakes, and the provinces rather than upon political in flate of our cause and the first of the Great Lakes, and the provinces and the other fact of our cause and the other fact when a single railway line would serve of the great Lakes, and the provinces and the other fact with the line, the C. P. R. which is involved, depends to a wise policy? It demands a definite or is not? Whether the Dominion of the provinces and the other fact of our cause and the fair than the provinces and the other fact when a single railway line would be forced, in its own interests, to parallel it. Even if this should for some time to come continue to govern. We must convince them by absolute facts of our rights, and that in the provinces with the provinces which they or is it not? Whether the Dominion of Canada, not not with since the provinces and the other fact would never an entitled by the negotiat in its government to satisfactory settlement.

It may be held, as it has been held, the other fact that the cost of administration is three of four times greater per fou

while in Ottawa recently. I refer to it,

which in our opinion should form the provinces, to fully appreciate our posimade no hard and fast demands. We At the time of Confederation, in 1867. Still Open and the Scotia Running. esked only for a convention and a policy of co-operation based on mutual interests. In this respect, therefore, while in the main municipalized; their roads date of the 10th inst., reports that at our objects and procedure may have and bridges and other public works of a the time of writing snow was falling been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we trust that they have not been misrepresented in some quarters, we ret to a large exwitch the time of writing show was falling heavily, a condition of wenther for which the residents in the North had greatly reduced responsibilities. In the prospects for a successful mining season are good, the plentifulness of water in the creeks being the activity in the spring the province of British Columbia at the time of writing show was falling heavily, a condition of which the residents in the time of writing show in the time of writing show in the time of which the residents to threaten the authorities at Ottawa. Our whole aim has been to work amicably and in perfect understanding with them, upon, as I have stated, certain lines that might, after the fullest discussion, be mutually, agreed upon. This has been our position particularly in regard to railways, the building of which in this province involves a great deal that is common to the interests of both governments and which in my opinion. congratulations they received; and, theregovernments and which, in my opinion,
should be prosecuted on a uniform and
co-operative basis.

I wish to reiterate here what I have
stated in my letter to you in October,
1900, and to which I again earnestly direct your attention. Our policy submitted at the session of 1901 was based on

them; but at the same time we were to come remain at a disadvantage as willing to modify these as far as pos-compared with the governments of other sible consistent with sound public policy provinces—I mean in respect to equilin meeting the views of your government ibrium of revenue and expenditure. Our in respect to each one of those matters, province is, roundly speaking, 800 miles or in respect to other matters that you long by 500 miles wide. It is more or of railway building. That is the position that we still maintain. tion that we still maintain. ground at long intervals only. Its popu-You are doubtless aware that this govnment was subjected to very severe can never, by reason of physical environment criticism, and that great pressure was ments, be as large as other provinces in rought to bear on it, in regard to one proportion to area. The expense of gov line of railway proposed, known as the enning per head of population must for V., V. & E., to be built from the Coast all time to come necessarily be many

times greater. It entered Confederation with roads, bridges, wharves, railways, schools, etc., all practically unbuilt and to be provided for in the future. Owing to the physical conditions, the govern-ment had to assume all the expenses of these undertakings, which, in the main, elsewhere is borne by municipalities. With few exceptions, there are no municipalities outside of incorporated towns. Every road or railway costs on an averprovince. The cost of administering public justice throughout this vast extent of country is also, for similar reatent of country is also for similar reatent of country is

tain all they contribute in taxes to the the well known butcher of that town, of the province, both provincial and ney trouble that had been bothering him.

Dominion, build their own railways, and When asked to give his opinion of these still have a surplus each year to their Tablets, he made this statement:

sary and unjust burdens on our people

AN ATLIN LETTER.

Snowing Heavily in District-Lakes

You Could Look
into the future and see the condition
to which your cough, if neglected,
will bring you, you would seek relief at
once—and that naturally would be through Shiloh's Consumption Cure Guaranteed to cure Consumption, Bronchitis, Asthma, and all Lung Creeks Write to S. C. WELLS & Co., Toronto, Can., for free trial bottle.

Karl's Clover Root Tea purifies the Blood

"A CHIMNEY CORNER."

An Enjoyable Performance Promised for To-Morrow Evening- Cast of Characters.

All arrangements are completed for the presentation of the sparkling little drama "A Chimney Corner" in the Institute and maintain is often enormous. The performance is assured. The story is schools, the roads and trails, bridges, one which cannot fail to charm, and as public wharves and buildings, hospitals, the production is in good hands there charities, and even doctors in many can be no doubt that the audience will places, have to be provided for by the be given an evening of delightful enter-

Solomon Probity (aged 91) ... While all this is true, the sources of Peter Probity (aged 60) . . . . Frank Leroy 

# BUTCHER.

Mr. C. H. Parker, Tilsonburg, Ont., ovincial and Dominion governments, has been using Dr. Pitcher's Backache they could support every public utility Kidney Tablets for a backache and kil-

"During a recent, sudden and sharp What we now ask the Dominion government to do, is without further delay due to cold caught in the shop, I was in between the province and the Dominion had used half of them the pain was

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Head Pass.

4. From a point on the Company's line near Swan River to the Pacific Coast at or near Skeena River, by way of the Pine River Pass.

5. From a point on the line east of Edmonton, in Alberta or Saskatchewan, to the Red Deer River.

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