NORTH, ented a copy of a uncil approved by Governor on the

et (Mr. Martin),

twas again taken twas again taken teral amendmenta er being proposed the use adopted the rown to adopt the rown to the new and Mr. Kitch-nolder's qualification. nolder's qualifica-s. Mr. Anderson's rity to define an game, poultry or ctionable shall not

ed an amendment law to which the cessary before the be valid or of any d in favor thereof re per cent. of the ho shall vote upon defeated on divin, Brown, Booth g for it, yed to insert the y-law for borrow-

to be repayable year, or for con-se upon the credit ty municipality to incur a liability venue for the then oduced or passed ration unless (in rements in that by the owners of in the limits of alf in value of the as first been pre-uesting that a by-ad considered by tely its purpose." ion has become he claimed, the lished all prop nayor or alderme owners. only Messrs. Bea

PASTIMES.

Speaker left the

.—(Special)—The and vs. Mainland, he Mainland, who island's one. The in national game Columbia plays April 7 the final th will take place. will play a picked the ice Saturday

and A. E. Belronto, are all con-n to the Coast and e Victorias this Columbia will b Dominion is now the East, thanks the Victories, and essed at the big on Good Friday the East and the ay be enabled to to the season and Canadiam chamfreely spoken of he great contest, b present in the

rg. tralian champion other and manager re they propose to Dann is still wait-n McLeod, whom for the champion-

es Give the

ance, Give

d-liver Oil, hites, and Fat, Chubight. Physiver, endorse

CE.

	THE N				
NAKUSP-SLOCAN RAHLWAY,	the railway must be enclosed with sub-	or before the 31st day of December, 1894—time being the essence of the contract. 6. The Nakusan company is contract.	Provide the second seco		From THE DAILY COLONIET, April 5.
Complete Information as to the Probable Cost of the Work of Construction.	wood, with the usual gates and crossings. 6th. Road crossings with cattle-guards and sign-boards, shalf be provided at all public highways crossing the railway on a level with the rails. 7th. The width of cuttings at formation level shall not be less than feet, em-	eighteen themseld to a land and of	pointed under section 22 of the agreement between the Nakusp and Slocan railway company and the Canadian Pacific railway company, dated the 9th August, 1893, and	bia and Kootensy railway exclusive of the bridge across Kootensy river. Description of the Work. Clearing, grabbing, grading, trestles and bridges, exclusive of the bridge across Kootensy river. Track, ballasting, engineering, and incidental expenses. 200.621 18 Buildings. 9 707 86	
Expert Opinions Upon the Matter— Interesting Comparisons With Other Roads.	settled into place. 8th. Efficient drainage must be provided by open ditches and under drains. 9th. Round and fatted order for tamage.	Upon the certificate of the government en- gineer being issued showing the progress of the work and the value thereof as herein-	in company with Mr. R. Marpole, superintendent of Pacific division. We inspected the grading over the portion then built as for as Sloven fals.	Total cost of railway ready for traffic exclusive of the bridge across Koot-	THE funeral of the late Debest P. Whate-
The latest return presented to the legis- lature by the Hon, the Attorney-General, gives the most complete details of the facts upon which the government estimates of the		Treatment of Treatment of the Treatment		Mileage, 27.8, equal to a cost of \$21,183.92 per mile, not including bridge across Kootenay river. Certified correct. J. D. Townley, Accountant, Pacific division C.P.R'y.	took place yesterday from his sister's residence, on Menzies street, and was largely attended. The services at the house and at Roas Bay cemetery were conducted by Rt. Rev. Bishop Cridge. The pall bearers were Messrs. Brett, Starr, Woolridge, Brown, Challes.
	timber not less than 12 mones by 14 inches.	dollars (\$14.350.00) for each and every mile	corons mornida di Carpenter creek, whereby dan-	contractor, do solemnly declare :	THE United States party of the Alaska houndary commissions will leave San Fran- oisco on the 21st by the HS areas
Made by the opposition. It is as follows: VICTORIA, B. C., March 16th, 1894. Arthur G. Smith, Esq., Deputy Attorney- General, Victoria, B. C.:	structure of truss bridges may be of pine, tamarac or Douglas fir.	lake to Wilson creek . (c) the sum of sixth	across Carpenber creek, as well as additional coet in constructing from that point to the terminus. The general gradients and curvature of	and Slocan railway. 2. In order to carry out the contract I obtained the formation of "The Inland Construction and Development Company, Limited I inhality."	Patterson. The work this year will be from Mount St. Elias southward, and it is expected that the duties of the commission will close this year. By the end of next week the Canadian contingent will probably reach here.
SIR,—I have the "honor to acknowledge the receipt of your letter of this date, en- closing a copy of a resolution passed in the Legislature yesterday, and requesting me to forward certain information in connection with this company to the Attorney Gen	yard, of approved section and with the most approved fish plate. Rails transferred from the main line of the Canadian Pacific Railway, which have been previously in use, will be approved if suitable for the traffic.	creek to the Forks of Carpenter creek. 7. Upon the final completion of the road and acceptance thereof by the Pacific com-	the country will permit. And I make this sciemn [declaration, conscientionsly believing it to be true, and knowing that it is of the same force and	3. The shareholders in that company are Mesers. McIver McIver Campbell, C. J. Loewen, John Irving and myself. And I make this solemn declaration conscientiously believing the same to be tree.	No answer has yet been made by the assignees of Green, Worlook & Co. to the committee of creditors appointed on Monday last to ask that another meeting be called by the assignees. The assignees state that they
with this company to the Attorney-General's office forthwith, and in reply I have to state that I shall be pleased to supply the Information asked for at the earliest possible moment, but fear this cannot possibly be sooner than Monday next.	lal. The sleepers to be six inches face by six inches thick and eight feet long 2,600	Pacific company, the Nakusp company will	EDM. J. DUCHESNAY. Declared before me, at the city of Vic- toria, in the Province of British Columbia,	and knowing that it is of the same force and effect as if made under oath, and by virtue of the "Canada Evidence Act, 1893" P. McGhlivray. Declared before me at the city of Viotoria.	gentlemen who were supposed to have it, a list of the creditors present at the meeting held in Pioneer hall, but were not successful. Consequently they felt
I have the honor to be, sir. Your obedient servant, (Signed) A. J. WEAVER BRIDGMAN, Secretary-Treasurer.	13. Progress estimates will be paid to the	wise repay to the Construction company the sum of ninety thousand dollars (\$90,000 00) to be paid by them in accordance with the terms of paragraph one (1) of this inden-	ARTHUB G. SMITH, Notary Public, B.C. I, Richard Marpole, of Kamloops, do	21st day of March, 1894. ARTHUB G. SMITH, Notary Public, B.C.	having this information before them they were not in a position to give a definite answer to the committee. A COMMITTEE of over fourteen gentlemen, representing the various I O.O.F. lodges in
VIOTORIA, B.C., March 21, 1894. A. G. Smith, Fsq., Deputy Attorney-General, Victoria, B. O. Sir.—In further reply to your communi-	This Indenture made the 16th day of	event of the Nakusp company being unable to make payment in money at the rate of eighteen thousand two hundred and	railway. 2. That I have a knowledge of the country between Nakusp and the forks of Car.	(From the Miner, Match 31.) He gives double who gives at once, is generally true, but is specially true with re-	predictly, is now arranging for a grand cele- bration of the order on the 28th inst. The svent, which will be in honor of the 75th anniversary of the society, will undoubtedly be the most prominent of the season, as all
company was convened yesterday at five o'clock, who authorized me to comply with your request for information, and I beg to	tween the Nakusp and Slocan Railway Com- pany (hereinafter called "the Nakusp Com- pany") of the one part, and the Inland	should it be earned through default on the part of the provincial govern- ment in obtaining the passage of the neces- sary legislation whereby a money grant can be made to the Nakusp company, then and	location, as well as part of the construction, of the line of the Nakusp & Slocan railway has been inspected by me in company with Mr. Duchesnay when we visited that district in the fall of 1893, for the purposes	mining camp. Mr. Davie does not appear to claim credit so much for his skill as a financier as for his promptitude, and as a man of action in this matter. But even from a financial point of	the lodges throughout the Province will par- dicipate. Vancouver lodges alone have promised to attend 600 strong, besides whom there are members from other places in British Columbia and together with a large
enclose— 1. Copy of contract under which construction is proceeding. 2. Copy of form of tender issued. The only tender received complying with the form was that of Mr. D. McGillivray.	Limited Liability (hereinafter called "the	in that event the construction company is to accept, in lieu of money, in full payment and is satisfaction of the contract price (should same be earned) the bonds of the Nakusp to the amount of nine hundred and is	among other matters, of changing the location of the line at the Carpenter canyon to avoid dangerous snowlides, upon request of the Nakusp & Slocan railway company. We also had in view the location of siding	view, the Nakusp & Slocan railway scheme will bear the investigation which its author invites. The general supposition is, that the Nakusp and Slocan road was an ordinary enterprise, which would have been pro-	contingent from the American side who have promised to come will augment the local epresentation of the LOOF, to several housand. The reception programme, although not yet quite complete, embraces a treet parade of the society in the morning
which was for all the bonds of the company and contained a marked cheque for \$112,000. Three other tenders were opened, one for \$20,000 per mile in bonds and \$5,000 in paid up stock of the company; one for \$25,	toria, the Nakusp Company are authorized to lay out, construct and operate a railway of the standard gauge of four feet eight and one half inches from a point at or near the town of Nakusp to some point at or near	twenty five thousand dollars (\$925,000 00) being bonds issued to the amount of twenty-five thousand dollars (\$25,000.00) per mile (not exceeding thirty-seven miles in all) swich the provincial government guarantee thereon of interest at the rate of four per state of the seven miles in all).	3. We found the work of construction, to far as it had progressed, to be well done, and such as would be in our colories.	that the assistance given thereto by the government, was given merely in obedi-	r early in the afternoon, followed by peeches in some public ouilding, and a ball xolusively for the members of the order, in he evening. THE following correspondence in connec-
one in bonds and \$4,000 in paid up stock; and one for \$20,000 in bonds per mile, none of which complied with the form of tender issued; or were accompanied by either cheque or deposit, and which consequently could not receive consideration. The last-	trict of West Kootenay, in the Province of British Columbia, a distance of thirty-eight. (38) miles, more or less.	cent. per annum for the term of twenty-five c	company for operation, and up to the standard required by the Dominion Government regulations for a subsidized road in a mineral country. So far as inspected in	by statute to guarantee the interest on the toondsof the road to the extent of 4 per cent. On \$25,000 per mile of railway. This, everyone knew, but no one in the house or out of it seemed concerned about the character	ion with the present of the Women of Canada to the Duke and Duchess of York rill no doubt be read with pleasure and neerest; York House.
mentioned tender was immediately with- drawn after receipt.	hundred dollars (\$3,200) per mile for each and every mile of the said railway, but such subsidy has not yet been granted. And whereas the government of the prov-	ompany, the construction company hereby a greeing to purchase from the Pacific com- pany rails and fastenings as in the said par-	will allow within reasonable limits of ex- cenditure in construction. 4. In accordance with the provisions of the agreement for a lease of the 9th August	and the Nicola railway, and the Chilliwack	ST. JAMES' PALACE. S.W. Srd March, 1894. DEAR COUNTE'S OF DERBY:—I am desired y their Royal Highnesses the Duke and Duch- ss of York to send you the enclosed reply to he very kind address you presented on behalf I the Women of Canada, and they would be
ficing their bonds in order to realize enough money to construct the road.	ince of British Columbia (hereinafter called "the provincial government") have agreed under and by virtue of an act of the parliament of British Columbia passed in the 56th year of Her Majesty's reign, intituled the	10. And it is further agreed between the parties hereto that if any dispute arise concerning any of the matter herein contained, such dispute shall be finally settled by an award of any two of their arbitrators, to be	anks and other structures is proceeding mader the supervision of myself and Mr. Duchesnay, as engineer of construction, and the contractors are acting under our	horizing the same course as that adopted on the Nakusp & Slocan railway, i. e. the guar-	ery much pleased if you would kindly forward to them. They wish also to thank you perbally for all the trouble and care you have also in order that the valuable present from the Women of Canada should reach them in afety and in good condition. Yours very truly. (Sd.) F, DE WINTON,
two months, and Mr. McGillivray proceeded	company to guarantee interest at the rate of four (4) per cent. per annum for the term of twenty-five years on the bonds of the said company to the amount of twenty-five they are the term of the ter	chosen as follows: Each one of the parties of of the first and second parts shall choose one a arbitrator, and a third shall be appointed by the two so chosen; but if the two fail to shoose a third within one month after the	the standard required by such agreement is a secred. 5. I am familiar with the estimate made by Mr. Duchesnay, and in my opinion the lotal cost as placed by him at \$664.954 was	onds of the company to the extent of \$25,- 80 per mile. Had Mr. Davie been content to do exact- y as the Robson government did with re- tard to the S. & O railway, guaranteeing	YORK HOUSE, ST. JAMES' PALACE, Brd. March, 1894, From their Royal Highnesses the Duke and Duchess of York to the Women of Canada.
the enterprise. I have also the honor to give the following information, viz: A. W. Jones, C. G. Major and Johann Walffsohn were provisional directors of this company. They were elec-	the said railway, not exceeding in all nine hundred and twenty-five thousand dollars (\$925,000 00) upon the granting by the government of Causda (hereinster called "the Dominion government") of the sub-	ast of the two is appointed, then, on appli- action to any judge of the Supreme court of a British Columbia by either party, said judge of may appoint the third arbitrator, the said award to be given in writing within three months after the appointment of such third	ble conditions which he mentions as in- lucturing him in its preparation. 6. I submit, for the purpose of compari- ton, the relative cost of the Mission branch	conds to the same extent, \$25,000 per mile, to question would probably have been raised. But in his anxiety to do his work in the most economical way, Mr. Davie tells the house that he discovered a leak, that in act he found that their old methods were	We thank you very much for the beautiful redding gift which the Countess of Derby has liven us in your name, as well as for the adverse which accompanied your present. We re deeply touched with the good wishes considered in that address, and we can assure the yourse of Canada that we shall never forget 1888 DEOG Bot their affectionate regred.
ted directors after the formation of the com- pany and have been ever since and now are directors. The Inland Construction & Development Company, Ld., are the contractors, and I am informed by Mr. McGillivray that the	thereof to the provincial government. And whereas the Nakusp company are destrous of proceeding immediately with the construction of the relievely and for the	In witness whereof the parties hereto have caused their corporate seals to be hereunto affixed and attested by the proper officers in	Columbia & Kootenay railway, both of which were constructed by the Canadian Pacific railway and under the immediate supervision of the company's engineers.	nterest guaranteed bonds, he maintains, are bad, because to induce a capitalist to interest in them, you must sell at such a discount that the margin which he secures to	VICTORIA MARKETS. A little stir occasioned by the commence.
shareholders in that company are Melver Melver Campbell, Donald McGillivray, C J. Lowen and John Irving, The subscribed capital of the Nakusp & Slocan Rallway Company is three thousand	aforesaid forthwith, and the provincial government, by virtue of the powers upon them conferred by the said "Railway aid act, 1893," thought fit to give the guarantee aforesaid in anticipation of the said Do-	written. Signed, sealed and delivered in the presence of THE NAKUSP AND SLOCAN BALLWAY CO.,(Sd.) A. W. JONES,	statement of the cost of the Mission Branch of the Canadian Pacific Railway which shows the total cost to have been \$236,157.15, exclusive of the bridge across by France Prince Page 1997.	inking fund which will redeem the loan at which will redeem the loan at which end of the time. In his speech in the house Mr. Davie	rithstanding this the general tone of the market has not improved recently. Farm-
(3,000) shares of \$100 each, on which ten (10) per cent. has been paid up, which amount was deposited in the Bank of Bri- tish Columbia, at Victoria, on the 25th July, 1893.	deposit in the Bank of British Columbia at	Ls : (Sd.) A. J. Weaver Bridgman, Scoretary-Treasury. If FOR THE INLAND CONTROLLION AND DE- VELOPMENT Co. (LD.),	mile, \$23,010 72; and also attached hereto and marked "B" is a similar statement of the cost of the Columbia and Kootenay Railway, showing the total cost of that railway to have been \$588.913.11, exclusive of the	showed clearly that such bonds as were to the Nakusp & Slocan road fooded not have been floated in these hard pimes for more than 75 per cent, of their par relate. That this meant (a shave of over \$230,000) a serious sum to sacrifice on so	ne weather has been most favorable. Dairy roducts continue to come freely into the sarket; but their quotations have not hanged. There is also a fairly good supply
In conclusion I beg to say that before any bonds were guaranteed, this company deposited in the Bank of British Columbia, to the credit of the Government of British Columbia, on the 27th day of July, 1893, the sum of \$118,400.	the city of Victoria, the sum of one hundred and eighteen thousand four hundred dollars \$(118,400 00), being the said cash deposit in the preceding recital mentioned. And whereas the Construction company have agreed with the Nakusp company to	LS. (Sd.) Managing-Director. S. W. Curris Sampson, Secretary. I [The indenture of 9th August, 1893, cabbye referred to, has already been pub.]	8. The work of construction on the Mission Branch of the Canadian Pacific Railway and on the Columbia and Kootenay Railway was	use a sacrifice set to work to ascertain the lash cost of the road, and having found that to be \$17,500 per mile, he used his best engles as the Canadian Pacific railway of the Canadian Paci	ourse, will enlarge as the season advances. I feeling prevails among the old standing utchers that there will soon he no frozen leat on the market, and that consequently
I have the honor to be, sir, Your obedient servant, A. J. WEAVER-BRIDGMAN, Secretary-Treasurer. [This is the letter referred to by Arthur	construct the said railway upon the terms and in the manner hereinafter appearing. Now therefore this indenture witnesseth that it is agreed between the Naknep company and the Construction company as follows:	the Nakusp & Slocan railway.] I, Edmond Juchereau Duchesnay, Civil Engineer, do solemnly declare:	satiway, and the smaller amount of the setimate for construction was also due to the fact that at the time of construction of the fact that at the time of construction of the former railways the cost of labour and the cost of lab	dorne, however, declined—showing that he would see no profit in the nudertaking at that figure. Mr. Davie then arranged	
John Weaver-Bridgman in his declaration made before me on the 27th day of March, A.D. 1894. ARTHUR G. SMITH, Notary Public B C	nerformence of the work by them benefit	ing upon instructions received from Mr. H. b Abbott, general superintendent Pacific divi-	the Nakusp and Slocan Railway; but even haking allowance for these conditions, the stimate of \$17,497 as its probable cost to the Canadian Pacific Railway, in light of the trailities marking in the trailities are still the statement of the cost o	00 in security, the amount expected as a ubsidy from the Dominion government on he completion of the work. The C.P.R. ompany agreed to lease and operate the	Lake of the Woods (Hungarian) 5.75 Premier 5.75 Premier 5.75 Three Star 5.50 Victoria 5.50 Lion 5.50 Royal 5.00 Abeat, per ton. 35.00@40,00
CITY OF VICTORIA, Province of British Columbia, To wit: I. Arthur John Weaver British of the	after agreed to be constructed, and for the purpose of assisting the Nakusp company in making such cash deposit under said "Railway aid act, 1893," and shall also pay to the Nakusp company all the costs and expenses	sion of the Canadian Pacific railway, I pro- ceeded to Nakusp and went over the ground of the proposed Nakusp & Slocan line of v railway for the purpose of making an ap- proximate estimate of the cost of construc-	leclaration, is low. 9. The rolling stock and equipment which will be placed upon the Nakusp & Slocan railway when completed will be transferred rom the main line of the Canadian Pacific	rnment a rental equivalent to 40 per cent. B	arley, per ton
of the Nakusp & Slocan Railway Company. 2. That the facts mentioned in my letter to the Deputy Attorney-General, dated March 21, 1994, and which letter is now.	moters in the promotion and organization of the company immediately the same can be accertained. 2. The Construction company shall pro-	3. My estimate for the several sections of the line was as follows:— From Nakusp to Summit Lake, 12 piles at \$14.517\$185.721	s now in use on other branches operated by the company. 10. The rails supplied by the Canadian Pacific railway company to the Nakusp &	esides engineering, brokerage and all P. ther expenses of the enterprise. The amount of which, added to the actual of	round Feed, per ton 30,00@35.00 orn, whole 45.00 " oracked 50.00 ornmeal, per 10 lbs, 40 atmeal, per 10 lbs, 50 olled Oats, per lb 5 otatoes, per lb 11 abbage, per lb 11 abbage, per lb 11 abbage, per lb 12 abbage, per lb 12 abbage, per lb 13 abbage, per lb 14 abbage, per lb 15 abbage, per lb 16 abbage, per lb 17 abbage, per lb 19
my declaring hereto, marked "A," are true in substance and in fact. A. J. WEAVER-BRIDGMAN. Declared before me at the Circuit Victorial	expense, all necessary surveys and file all lessary plans, and to construct and fully complete a railway from some point at or near the town of Nakum to some point at	Lake, It miles at \$9,868. 109,648 From head of Slocan Lake to Wilson Creek, 5‡ miles at \$14,224. 78,232 5 From Wilson Creek to Three Forks, 5‡ miles, at \$23,720. 201,630	nent of the 9th August, 1893, are ordinary of and 60-pound rails, which are being aken off sections of the main line where we have heavy traffic and where large locomolives are in use for the our posses of being re-	mounted to fully \$925,000, the limit of the	nions, per lb
Notary Public, B. C.	ninth day of August, A.D. one thousand eight hundred and ninety-three, made be-	This estimate was exclusive of all rolling to took, equipment and plant whatever. 4. This was the estimate which I communicated to Mr. Abbots, and in preparing to	he Nakusp & Slocan raflway is being treat- d in an exactly similar manner to the Mis- ion branch, the Columbia & Kootensy and he Arrow lake branch.	b \$52,264 per annum. Whereas, taking the actual cost of \$647,000 less \$118,400 we have interest moneys calculated at the same late of 4 per cent., amounting to only \$21,144, a saving of more than sufficient to prome a sinking fund to pay off the entire of the continuous cont	Canadian 20 Boneless 20 aoon, American, per lb 18@.0 Rolled 14 Long clear 15 aoulders, per lb 14
gineering, Bridging, etc., and for Com- pleting the said Railway. 1st. The railway shall be a single track	tween the Nakuap company and the Canadian Pacific railway company (hereinafter called "the Pacific company"), a copy of which said specification and indenture are hereto annexed and signed by the parties hereto at the feet thereof and extraction and the feet thereof and extraction.	he source of my instructions, that the Canadian Pacific Railway Company proposed themselves to build the road at they had done in the case of the Columbia and Kootenay railway, of	cientiously believing it to be true, and mowing that it is of the same force and ffect as if made under oath and by virtue f the "Canada evidence act, 1893."	we have heard many ask "Why, if the overnment is practically finding all the money do they not own the road them-	18,225 1
and inches, with necessary sidings. 2nd. The alignments, gradients and curvetures shall be the best the physical features of the country will admit of, the maxi-	said specifications defining or explaining the same shall be read with and shall be taken to be and form a part of this indenture.	which I had been the engineer in charge of ionstruction. The above estimate (as men- identified in a telegram from Mr. Abbott to Mr. Van Horne on the 3rd July, 1893,) did not make any allowance for contingenties or	Declared before me at the city of Victoria, in the province of British Columbia, this oth day of March, 1894. ARTHUR G. SMITH,	Il the money. The company has put up 118,400, an amount of capital not to be ound every day in this country. The fact by the arrangement made is not the best ossible arrangement. Now its author does ot say that it is—but it is the best which	Turkey per b 18@25 Geese per b 16@25 Pigeons, each 25@85 sh Salmon (Spring), per b 10@124 (Smoked), 8@10
than two hundred and ninety-five feet. 3rd. In all wooded sections the land must be cleared to the width of not less than fifty	3. The construction company shall in all things complete the construction of the said strailway in running order as far as Siocan lake on or before the 31st day of December 1	omissions, and I then considered, as I now lo, that a margin of 15 per cent. should be "llowed to cover any omissions in my estimate and all accidents and contingencies, and I concurred in the telegram so sent. My final estimate, therefore, assuming	A. 1 Statement of the cost of the Mission branch of the Canadian Pacific railway, exclusive of the bridge across the Fracer river.	e could make with the means and time at its disposal, and it is a better one than any fit those made by his predecessors. The opposition has done so much to damn uself this session that it is almost like hit.	nail fish 668 neits, per lb. 668 neits, per lb. 86010 aurgeon. 768 erring (smoked) per lb. 12015 "(kippered), per lb 12015 ruits—Apples per lb. 6
brush and logs must be completely burnt and none thrown on the adjacent line. 4th. The grading will include all exceva-	4. The work of construction shall be done to the satisfaction of the engineer to be appointed by the Chief Commissioner of Lands.	hat the company themselves would con- truct the line, is :	Dearing, grubbing, grading, trestles and bridges, excluding the bridge across Fraser river. \$127,902 15 track, ballasting, engineering and incidental expenses. \$0.850 21 Night of way.	ing a man when he is down to say anything gainst them, but surely Mr. Beaven would ave done well to hold his tongue about the I. & S. railway whilst men still remembered that the Viologia & Sidney will say well to the property of the still say well as the viologia & Sidney well say well as the viologia & Sidney well say well as the viologia & Sidney well say we	(Eastern) per lb
tion in earth and rock, and all other descriptions of material necessary for the formation of the road-bed to the proper grades, both for the main lines and for all sidings, that may be required. All stumps must be grubbed out within the limits of outlings under three feet in depth, or embankments less than two feet in height, and all stumps must be close out where embankments are less than four feet and more than two feet in height. 5th. Where land is occupied and oultivated, and in all other necessary places,	ment engineer,") who shall issue certificates showing progress of the work and the value thereof, and also to the satisfaction of an engineer to be appointed by or satisfactory to the Pacific company (hereinafter called	5. The above estimate makes no allow- noe for ordinary contractors' profit, nor for the cost of railway transportation of rails, naterial and labor, nor the use of roiling	encing 0,522 as outlings 11,783 29 for traffic, axclusive of bridge across Fraser river, and exclusive of rolling success 236.157 15	naranteed to the extent of \$300,000 for freen miles at 5 per cent., 2-5 being guaranteed by the government and 3.5 by the ity of Victoria of which Mr. Beaven was nayor.	New Orleans Hananas, per dos
all stumps must be close out where embank- ments are less than four feet and more than two feet in height. 5th. Where land is occupied and oulti- vated, and in all other names.	the Pacific company's engineer,") who shall certify in writing his astisfaction with the work and the manner in which same is biling proceduted. 5. The railway shall be finally completed the spring distance and	pany, the Canadian Pacific railway company, in constructing a road themselves, finding their own railway transportation and using their own railway transportation and using their own railway transportation and using	Cortified correct, J. D. Townley, Accountant, Pacific Division C.P. R'y.	f which so many complain, would disappear	Bear Str., —I have been using Burdock Ricod liters for boils and skin diseases, and I find it bry good, as a cure. As a dyspepsis cure I saye also found it unequalited. MRS. SARAH HAMILTON, Mostreal, Que.
piaces, (The company and in running order on the	The state of the second of the	vanooever, D.C., March 17, 1894.	ealth of body and mind.	MRS, SARAH HAMILTON, Montreal, Que.