By Rail To Hardy Bay

Such Is the Scheme to Which Victorians Will Bend Their Energies.

The Co-Operation of All the Coast Municipalities to Be Sought.

The Project Discusse 1 at a Big Citizens' Meeting Last Night.

The citizens of Victoria, in mass meeting assembled, last night discussed in a such a road was built a railroad ferry obtain signatures of the electors of Victhe difficulties in the way of the project as well as a unanimous determination to

wall to the rear of the chairman, and greatly contributed to the growth of though it was the subject of good-natured chaffing during the evening, Dr. subject in hand.

said that the importance of the subject was not confined to Vancouver Island, but that all the coast cities would participate in the benefits which would result. A few months ago statistics had been published which went to show that even with her present indifferent faciliproposed a much larger share of this trade would come here.

man, there could not be a more opportune time to seek aid from the Federal government, which had long neglected Victoria's interests. He believed that if a determined effort was now made assistance could be obtained. (Applause.) The mayor then read the following telegram from Col. Prior:

Ottawa, Feb. 16th. To the Mayor, Victoria, B. C.: Am with you heart and soul in railway to North of Island. Trust meeting will

show Victoria has faith in her future: E. G. PRIOR.

public meeting this evening. I have al- ferries, ready taken advantage to notify the House! He also asked if it was worth while and Kitimaat. this evening's meeting work. Wishing you a highly successful meeting. H. DALLAS HELMCKEN.

Mr. A. G. McCandless was appointed secretary.

C. H. Lugrin

said that he did not know whether he was the proper one to set the ball rolling, but what he had to say he might as well say at once. Explaining how the meeting came to be called, Mr. Lugrin said that about a year ago he had learned that the Ottawa government were favorably disposed to subsidizing a road to the north end of the Island. He had explained his presence by saying that he also been assured by a personal friend came simply because he signed the rewho was a member of the government. assuring him that what he could do final outcome. Two notices were now running in the Canada Gazette asking for incorporation of such a road, one behind which was Jas. Dusmuir and the other by parties whose identity he could at least guess. Recently the representative of Montana capitalists had asked him to furnish data on the subject, which he was now preparing.

He instanced that most of the railway projects of the continent had originated with the people. He himself had assisted in floating a road, which originated in a smaller meeting than the present. He drew attention to the fact that Vancouver and its adjacent islands was if he could get it endorsed. He then

Nova Scotia supported a number of large Island had but two cities and few vil-

Neither was there such a disparity in the resources of the two countries as might appear. Those of Nova Scotia were mainly from agriculture, coal, etc., but it had little gold. A gentleman who had explored Vancouver Island stated that it was capable of supporting 5,000,-000 people. Apart from timber and fisheries the island possessed metalliferous mines, which would support an immenes population.

He submitted the following resolution: Resolved that in the opinion of this representative meeting of the citizens of Victoria, the construction of a railway to the northern end of Vancouver Island, so as to afford continuous railway connection for entire length of the Island, is of supreme importance to this city and province, and absolutely necessary for the development of the great resources of Vancouver Island, and that we earnestly recommend such a railway to the favorable consideration of the federal government and parliament and of the provincial government and legislature.

He took it that the resolution could not be disputed. He took it for granted that an island of 16,000 square miles, abounding in arable land, in timber and i mineral resources was worth developing from one end to the other.

The resolution contemplated a trunk

of course. He quoted the statement of (Applause.)

struction necessitated. If it was proposed to build the line as road. an extension of the E. & N., the length of road to Hardy Bay would be about 200 miles. It was a question whether it would be advisable to use the E. & N. or an independent line. Personally he thought it would be better to ask for what they were likely to get. It might be hard to get a subsidy for a line paraileling one already subsidized by the Provincial and Dominion governments.

In conversation with Mr. Dunsmuir he had gleaned that he did not particularly desire to build the line, as he was a coal miner and not a railroad man, and that anyone who undertook to build the road might count on the co-operation of the E. & N.

He also mentioned the fact that the north end of the island abounded in fine spruce, and it was reasonable to suppose that with the construction of the road pulp mil's would be established there.

perfectly business-like manner the pro- would be operated between Nanaimo and posal to construct a railroad to the Vancouver. He knew that would take that the city council be requested to appro north end of the island. There was a place, but he thought that if Victoria priate a sum not exceeding \$200 to defray complete absence of rhetorical fireworks business men had captured 65 per cent. and a general disposition to recognize of the trade of the English Yukon they could compete against any city in the world in a fair field.

press for the concessions contemplated of Vancouver and Victoria and Halifax and was opened up the city would re- had Seattle, Vancouver and Tacoma on and St. John. The latter city had de- main very much as it is at present. A large map outlining the territory rived support from western Nova Scotia, proposed to be traversed hung on the but the latter's development also had people an opportunity of petitioning the Brussels and other cities, Halifax.

He also referred to the fact that the construction of such a line would make government they were in earnest. Helmoken saying that Vancouver Island the last section of the Great Northern would hardly admit the portrait, it was transcontinental route which was certain a material assistance in elucidating the to be built soon. It would also afford ready connection with the North and the The mayor in opening the meeting islands of the Alaskan archipelago as well as to the South.

such a road would mean a new era for railroad. He had contended that there the city of Victoria. (Applause.) Mr. W. Robertson

ties Victoria had secured the lion's share the meeting was signed by the most to push the present scheme. of the northern trade. With the line representative of the business men of Besides, in the opinion of the chair- proper interest in their own affairs. (Ap- had come when such a line might be

He then reviewed the different schemes before the city for railway connection. He believed most of the projected systems would be good for Victoria, but they would be secured much more readily by the building of the main artery through the Island.

Years ago, when Victoria had been investing in Cariboo and Omineca, he had

the northern terminus to Asia, and Atlantic. Dear Mr. Mayor:-I regret very much freight would be brought down on this If a northern transcontinental line That an evening session of the private bills road and sent to the Mainland by means were constructed it was certain that a committee will prevent me attending the of Oyster Bay and Port Angeles railway dozen steamers like the City of Seattle

I would bring this question up later on to have the northern trade pouring. All knew that after being on a boat Is and line instead of the present route tinental road all this great trade would over a day would be saved to the East, come through Victoria. and often one day's economy of time often saved a city.

ago, in which he said that he and the so well under adverse circumstances." speaker were born too soon. They Mr. Higgins jocularly referred to the might be moss covered, but moss often puzzle in the map. He had been ungrew on a good gold ledge. (Applause.) able to find Esquimalt anywhere. Hon. Dr. Helmeken

quisition. About the years 1886 to 1889 he had would be done to have such a road built. published a series of letters on the sub-This led to the matters being taken up ject, and subsequently the government by the papers, and this meeting was the published them and bound them with the sessional papers of 1889. Everything he had to say on the subject was in those letters, and he wanted to emphasize it at this time.

Hon. Robt. Dunsmuir had approved the plan, but the British Pacific had drawn public attention from the project, and then Mr. Dunsmuir died and darkness came on the scheme. He believed he (Robt. Dunsmuir) had the welfare of Vancouver Island at heart, and would have done much for it if he had lived. (Applause.)

He (the speaker) brought the matter to the attention of a gentleman in England, who said it would be easily floated very little smaller than Nova Scotia. rhought it before the Board of Trade, The island comprised 16,400 square which is a very influential body. miles, which with adjacent islands would (Laughter.) That astute body-(renewed be swelled to 18,000. The area of Nova laughter)-would have none of it, and Scotia was 20,000 square miles, yet the next morning the Times and Colonist "came out with inch letters telling of the cities and towns, while Vancouver killing of the scheme, as though they had killed a Boer." (Laughter.) "And continued the speaker, "could I go again before my friends with the scheme when its sacred body lay dead?"

(Laughter.) He had hoped at that time to see a city arise at the northern end of the Is!and, which would occupy the same position to the north end, commercially, as

Victoria does to the south. He was glad that an attempt was to be made to resuscitate the scheme. Anyone who thought such a road would give Victoria a monopoly of the trade of the North was very much mistaken. would be quite as beneficial to Vancou-

Nanaimo north should leave the E. & N. and Chempinus, and go by the West Coast. (Applause.) Both lines would ultimately meet at the North.

and didn't intend to be squelched again. toria as it was 50 years ago. Why, Yukon River, but all through the north people had actually to go to Nanaimo to country mineral deposits were being reach Alberni, whereas by a railroad found. from Chemainus the distance was not trade feeder; the Prince of Wales island

wilf as much.

line, but branch lines to various points build railways, and besides you must get something reasonable and they would get on the coast would follow as a matter promoters and give a consideration." it.

Mr. Robert Jaffray, who said he had It was only 400 miles from the north been surprised in following the C. & W. end of the Island to Kitimaat, and pasto find how many feeder lines its con- sengers from the North, he believed, would disembark and come down by the

> He thought the Dominion government should give the bulk of the subsidy, as they got most of the revenue. Every man who was induced to settle on the Island was worth \$20 to the Dominion treasury a year. Each British Columbian was worth three Easterners, for they each paid \$21 a head to the \$7 paid by those in the East. (Laughter.) The preceding speakers knew more

about the subject than he did, for they could build a railroad with a map and a saick. (Laughter and applause.) The resolution was then unanimously

Ald. R. T. Williams

then moved the following resolution: Resolved that a committee shall be appointed by his worship the mayor to make

the necessary inquiries and prepare a memorial to be submitted to the federal gov ernment and parliament and the provincial government and legislature, setting forth toria and elsewhere to such memorial, and expenses incidental thereto.

principle of the development of Vancou- to be a great commercial city or merely He drew an analogy between the cities in opening up the Island. Until the Island toria was the centre of a circle which The resolution, too, would give the the centre of a circle in which was Paris, On wa government on the subject. He 25,000 names. This would show the

> Dr . Heimeken had said that tak would not build a railway. This was quite true, but talk was the preliminary necessity. (Appleuse.) D. R. Ker

seconded the resolution, explaining the He believed that the construction of opposition of the Board of Trade to the were many points which could be reached by boat as well as by railroad. While mentioned that the requisition calling before the public he thought it unwise the British Pacific and other lines were parliament was so few that it would be

The opening of the Yukon had altered Victoria. The absence of many of these matters very much. A new trade had showed that Victorians did not take a in consequence sprung up, and the time united front to the government. advocated.

It was impossible to build along the West Coast, because the coast line was broken up by deep indentations, with mountains on each side. It was quite different on the East Coast. The West Coast could be reached by spurs from the East Coast line.

No one had greater faith in the island o'd them that they were starving in the than the speaker. It did not require pidst of plenty. Late developments on scientific knowledge to understand the the West Coast had proved that he was wonderful wealth of the West Coast. He also believed that Vancouver Island oc-He predicted that on the completion of cupied the same position in relation to H. Dallas Helmeken, M.P.P., wrote as the road fast steamers would ply from the Pacific that Great Britain did to the

would be plying between the coast cities

brough Victoria by means of this road. for a few days passengers felt like tak-Besides the C.P.R. was recognized as ing a railroad if it was available, and a mulitary road, and by employing this given an island railway and a transcon-

Mr. D. W. Higgins Referring to the advocacy by Dr. was heartly in accord with the scheme. Helmeken of this road, he recalled a re- It augured well for the island and "for . mark made by that gentleman years this brave little city which is bearing up

Mr. McCandless-The government is going to cut off Esquimalt. (Laughter.) of the Coast, yet no steps had been tak- Queensland Mounted Infantry. 2 sec-

(Laughter.) He referred to the fine harbor facili- winters here, ties afforded in his own district, mentioned Esquimalt, Sooke, Peddar and

the resolution. The resolution was then carried and gathering dispersed. the mayor named the following as a com-

Hon. J. S. Helmcken, C. H. Lugrin, Henry Saunders, Alex. McCandless, Ald. Williams, D. R. Ker, P. C. Macgregor, H. Cuthbert, H. D. Helmcken, M. P. P., D. W. Higgins, M. P. P., John Piercy, C. E. Renouf, Simon Leiser, W. A. Robertson, and William Wilson, with power to add The following resolution was submitted

Trustee McCandless:

Resolved that the co-operation of all the cities and municipalities interested in the promotion of the proposed railway be invited by his worship the mayor, and that the committee named under the foregoing resolution shall act with his worship in that behalf. The mover expressed his hearty con-

currence in the scheme, which he thought would appeal to all present. It affected Victoria more than any other part of British Columbia Although Victoria merchants were able

to hold their own in competition anywhere, they naturally would benefit there more than the trade of any other part of the province. Taking up the details of the proposal,

Mr. McCandless urged that a wagon road be built across from the railroad to the head of Barclay Sound instead of It going all the way round by steamer. The E. & N. railway would have to

be utilized, as it would be indiscreet to Latterly he had inclined to the belief ask for a subsidy for farther than Welthat this extension instead of being from lington to Hardy Bay. This would make the lower end of the road paying, which was not the case at present-so he was informed. He had been north, and he believed

He didn't intend to elaborate the argu- that great as had been the increase in ment, for he had been squelched before, travel north during the last five years, it would increase quite as much during the next five. Not only were great cop-The West Coast was as far from Vic- per properties being discovered on the Alaska also would be a great

this year supporting about 5,000 people. "Talk," he added, "will not build the The building of the line would mean a reflurar, else it would have been built fast line of steamers from Hardy Bay ong ago. But money and not back to Skagway. Let the people ask for

seconded the resolution and referred to a conversation he had with Sir Wilfrid Laurier just year, in which that gentleman had stated his belief that there was no part of the Dominion which comprised so much wealth in so small a space as Vancouver Island. In view of this he thought he might reasonably be asked

The speaker also referred to the coal

spoke of his visit to the north end of the island, and of the fine agricultural land, spruce, and coal he had found there. A railroad from Nanaimo to Quatsino Sound would make a short cut to the Orient. They could, therefore properly ask the co-operation of all the coast cities.

The motion was then carried, Gordon Hunter

Resolved that his worship the mayor be

Speaking commercially, the speaker thought Victoria had come to a fork in the roads. She had reached a point He supported the resolution on the where she could decide whether she was ver Island. All present were interested the nominal capital of the province. Vicits circumference, just as London was

> There was nothing in the scheme to which Vancouver might not give it support. The Federal government had long been drawing revenue from this province -it was time the revenue was coming

The representation of the province in necessary to get the very strongest pressure to bear on the Federal government He suggested appointing a committee to wait on other cities and then present a

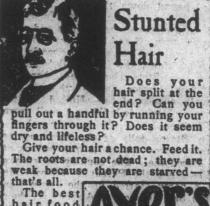
referred to the business-like tone of the speeches, and the absence of any note of discord. This augured well for the ultimate result. He hoped the committee would be more effective than those formed in relation to other railway schemes. He hoped that this committee would not disband until they were able to report the consummation of the

From the nature of his business h knew of what was being done in the way of mineral development. Victorians were not aware that the fourth producing copper mine of British Columbia was situated within 50 miles of the city of Victoria. The railway would tap a belt studded with copper, silver and gold. Many would not go up to the West

Coast to examine properties because of the rough trip there. Victorians should being handicapped by the indifferent

The resolution was then adopted, the muyor thanked and appointed chairman Beechy bays, and concluded by endorsing of the committee, and cheers given for and captured 41, wounding 22. Our loss "Bobs" and the Queen, after which the was 2 killed and 4 wounded, no Can-

member of the Victoria garrison artillery."-Dawson News.



hair food Aver's Hair ligor once a day. Itmakes the hair grow, stops falling, and cures dandruff. It always restores color to gray or faded hair. \$1.00 a bettle. All druggists.
"One bettle of Ayer's Hair Vigor
stopped my hair from falling out, and
started it to grow again nicely."

JULIUS WITT, Canova, S. Dak March 28, 1899. "Ayer's Hair Vigor completely cured me from dandrum, with which I was greatly afflicted. The growth of my hair since its use has been something wonderful."

April 13, 1899.

LENA G. GREENE,
April 13, 1899. April 13, 1899. New York, N. Y.

If you do not obtain all the benefits you expected from the use of the Hair Vigor, write the Doctor about it. Address.

Dr. J. C. AYER, Lowell, Mass.

Dr. G. L. Milne

for a subsidy.

deposits of the north end of the island. A. St. G. Flint

moving the next resolution, as follows: requested to transmit forthwith copies of these resolutions to the provincial Premier the merits of the proposed railway, and to and the Minister of Railways, and the city members of the Dominion and Provincial parliaments.

Vancouver's growth was due to the would like to see such a petition bearing fact that she was the terminal of a great railway. In view of that fact it be hooved Victoria to bestir herself, to see if it was not possible to make herself a railway centre in so far as it was possible to do so.

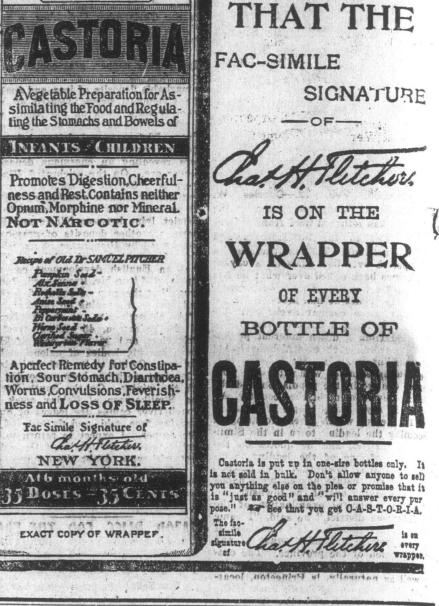
back again.

H. Cuthbert

agitate for better steamboat accommodation up both East and West Coasts. British Columbia merchants were also Instead of crying out for those things utterly untrue. which she could not get, Victoria should

or Nelson. (Applause.) Victoria, too, was the residential city Co. R. C. R. (O Company), 250; Mr. Higgins-The government can't en to publish the fact. Victoria should tions Duke of Cornwall's Light Infantry. cut off Esquimalt or anything else, be made such a city that would attract 2 sections Mounted Infantry, 1 battery the miners from the North to spend their | Royal Horse (2 guns, 12-pounders). We

-"A patriotic young man and former good work, but the Canadians did not resident of Victoria, Frank Davis, will have a chance to show themselves. We leave Dawson in a few days to join the second contingent of troops enlisted for service in the Transvaal campaign. He | the Times regular correspondent, the will go direct to Ottawa, and has al- following was received: ready telegraphed Colonel Evans of his leaving for service. He was formerly a



SEE

Ganadians At Douglas

900 DROPS

Had No Opportunity of Displaying Their Soldierly Qualities in That Fight.

Seymour Hastings O'Dell Describes the Siege Train For the Front.

letters to the Times from members of Howitzers, and fortified positions become the Victoria company in South Africa. a death trap to the men in them. Noth-One was in the form of a note from Pte. ing can escape the she'ls, dealing out Arthur Carter, who asks the Times to boats plying North, and he thought Vic- deny stories which he learns have been torians should take some steps to at- in circulation in Victoria to the effect tempt to remedy this. Victoria's great- that he had deserted the contingent at est need was to know the value of the Otrawa and was captured and put on assets lying about here. (Loud applause.) board ship in irons. This he stamps as

Another letter from one of the membend her energies to developing that bers states that the writer has just rewhich she already had. Victoria had turned from a five days' expedition. "We within a hundred miles a mineral belt left Belmont," he continues, "for Dougas rich as that of Boundary, Kootenay las, 40 miles from here, to destroy a Boer laager. We consisted of No. 1 formed flying column and sighted the enemy the second day out at Sunnyside. We fought for 4 hours, killed 16 Boers adians, all of the Q. M. I., one being an officer. The Q. M. I. and R. H. did good work, but the Canadians did not expect a big fight on the 9th."

From Pte, Seymour Hastings O'Dell.

Royal Canadians. Belmont Camp, New Century Day, 1900. 26th, a nice Christmas gift to the men, March 26th. and will be used to send some New Year greetings to Uncle Paul. It is that he had not been fairly convicted, rumored the train may pass here, and and that "yellow journals" had put a may be used to bombard Spytfontein, I price on his head. Counsel for Mol'nhave been able to obtain some reliable | eux served notice of an appeal for a new information respecting this siege train. | trial. It is the most formidable and destructive unit ever mobilized in England, or any other country. The best of it is its efficiency and power do not depend upon its numbers, but upon the material of which it is composed, and the weapons with which it is furnished. The train consists of two companies of Garrison Artillery-15 Southern and 15 Western, the former numbering 300 of all ranks and the latter 160. The Westerns are armed with eight 6-inch Howitzers, mounted on field carriages and firing an 118b. 'yddite shell. These weapons have an enormous range. They are sighted up to 8,500 yards, but, if necessary, with special charge, they can, so my informant said, be used with considerable Westerns are equipped with 4.7 inch quick firers, carrying a 45lb. lyddite than that of the Howitzers. With all the guns of the siege train cordite is used. Each of the 4.7 guns is capable Blood Bitters. of firing ten rounds per minute, and can be handled by four men. As to the personnel of the two companies, I believe, tirely cured me, so that my bowels have every gunner is a highly-trained and ex- been quite regular ever since." pert artillerist. There are no recruits among them. They are nearly all well tried soldiers, several having seen ser- constipation and sick headaches, but

how the siege train gunner gets in his stomach, biliousness, coated tongue, liver work. He forms a base of operations well out of sight and range of the enemy and proceeds very deliberately humors.

to make his preparations. He digs a huge pit, and once when he has posted his gun accurately it is a matter of supreme indifference to him whether he can see his target or otherwise. Through most delicate instruments he sights his gun to an inch upon a perfectly invisible object, six or seven miles off. He knows by the same means the effect of each shell, using cordite or other smokeless powder, and being himself invisible can pour down as though from the heavens above awful death and destruction. Practically it is impossible for the foe to locate him, and supposing the enemy should do so, it makes very little difference to the gunner. Protected by the pit out of which he fires into the air at an enormously high angle, he is protected from any attempt on the part of the enemy to dis odge him. And so he goes on coolly and calmly until his target has ceased to exist. Entrench-Last night's mail brought a number of ments are useless against the mighty force of lyddite fired by these 4.7 wholecale destruction and dismemberment to positions and soldiers within a radius of 800 yards of the point at which the shell bursts. These two companies are merely the advance party, several more are about to be sent out, and a total of no less than fifty such companies with guns could arrive here pefore the end of February.

Yesterday O Company, Reyal Canadians, a company of the Cornwalls and the Q. M. I. left camp with ambulance, transports and three days' rations, destination ur known. (Douglas?)

PHYSICIANS PRESCRIBE IT.

-0-It has become quite common for physicians to prescribe Dr. Chase's Nerve Food for patients who are run down by the ravages of chronic disease. They recognize in it a restorative of inestimable worth in which are found the very elements of nature required to build up the system and form new flesh and muscle. Its revitalizing action on nerves and blood places it beyond the reach of rivals as an absolute cure for diseases of the nerves and blood. 50 cents a box.

SENTENCED TO DEATH.

(Associated Press.) New York, Feb. 16.-Roland Burnham The siege train and ved at Capetown | Molineux was sentenced to-day to die in on board the Tanta lon Castle on Dec. the electric chair during the week of

Molineux made a statement in court

Better Than

Mrs. John Brown, Melboro', P. Q., effect at a distance of seven miles. The made the following statement: "I suffered nearly twenty years with costiveshell, and having a range even greater ness and headache and could get no relief from physicians. I then tried Burdock

I took in all three bottles, which en-

B.B.B. not only permanently cures Victorians may be interested to learn also such allied ailments as nausea, sick complaint, pimples, blotches and all bised

Prov

Mr. Juse Again

Hon. Mr.

0113

Mr. Spea p.m. Praye

Petitions fe'lows: A. D. Me West Koote

Sabbath ol Henry W house on was ruled ing failed

Mr. Price had misrepo vote for the redistributio support that

Hon. Mr. letter miss eight-hour Mr. McPl a bill to an

Act. Read next sitting Mr. Jo Mr. Josep specting the He said in purposed to matters ref c'ause: "The pres Agriculture

Lands and

retary for

province, d utes of the Now, Mr. so far as I inces or in t of the exec here to do ment, at any of if, carrie Finance Mi practice v ten out, jus ing of the read, and Now, this gentleman ately falsifi wrote down of the min rect. Of c incorrect m any secreta the same, quently doe makes a mi of course. before it is case I char of consider put into the we should gentleman i not unders and what upon which posed so to refer is in known as t

at Vancouv before this member of which I ha not able to time in Ma whole after no conclusi matter was sideration. whole cabin and the nex this matter telegram ser ver, the Fir that the government question. Finance Min pointing ou not, so far upon any po ter. It was ance Minist other mem think all we and himse undertaken Now, at the made by th policy had mier and which they do, Mr. Spe

was no urg was a mer Vancouver. question-a was made minute boo decided as the minute had decide the Financ Mr. Garde ernment. N ment as a hich I ret the policy not have not have Semlin and tion up aga Of course surd indee same way

previous