

## 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 Discussed at a Big Citizens' Meeting Last Night.

The citizens of Victoria, in mass meeting assembled, last night discussed in a perfectly business-like manner the proposal to construct a railroad to the north end of the island. There was a complete absence of rhetorical fireworks and a general disposition to recognize the difficulties in the way of the project as well as a unanimous determination to press for the concessions contemplated from the government.

A large map outlining the territory proposed to be traversed hung on the wall to the rear of the chairman, and though it was the subject of good-natured chaffing during the evening, Dr. Helmcken saying that Vancouver Island would hardly admit the portrait, it was a material assistance in elucidating the subject in hand.

The mayor in opening the meeting 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 facilities Victoria had secured the lion's share of the northern trade. With the line proposed a much larger share of this trade would come here.

Besides, in the opinion of the chairman, 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.

Mr. Dallas Helmcken, M.P.P., wrote as follows:

Dear Mr. Mayor—I regret very much that an evening session of the private citizens' committee will prevent me attending the public meeting this evening. I have already taken advantage to notify the House I would bring this question up later on so that I shall have the additional help of this evening's meeting work. Wishing you a highly successful meeting.

H. DALLAS HELMCKEN.

Mr. A. G. McCandless was appointed secretary.

C. H. Lugin 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. Lugin 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 also been assured by a personal friend who was a member of the government, assuring him that what he could do would be done to have such a road built. This led to the matters being taken up by the papers, and this meeting was the final outcome. Two notices were now running in the Canada Gazette asking for incorporation of such a road, one behind which was Jas. Dunsinuir and the other by parties whose identity he could not 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 very little smaller than Nova Scotia. The island comprised 16,400 square miles, which with adjacent islands would be swelled to 18,000. The area of Nova Scotia was 20,000 square miles, yet Nova Scotia supported a number of large cities and towns, while Vancouver Island had but two cities and few villages.

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 immense 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 north 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 mineral resources was worth developing from one end to the other.

The resolution contemplated a trunk

line, but branch lines to various points on the coast would follow as a matter of course. He quoted the statement of Mr. Robert Jaffray, who said he had been surprised in following the C. & W. to find how many feeder lines its construction necessitated.

If it was proposed to build the line as 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 paralleling one already subsidized by the Provincial and Dominion governments.

In conversation with Mr. Dunsinuir 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 mills would be established there.

It was also certain that as soon as such a road was built a railroad ferry would be operated between Nanaimo and Vancouver. He knew that would take place, but he thought that if Victoria business men had captured 65 per cent. of the trade of the English Yukon they could compete against any city in the world in a fair field.

He drew an analogy between the cities of Vancouver and Victoria and Halifax and St. John. The latter city had derived support from western Nova Scotia, but the latter's development also had greatly contributed to the growth of Halifax.

He also referred to the fact that the construction of such a line would make the last section of the Great Northern transcontinental route which was certain to be built soon. It would also afford ready connection with the North and the islands of the Alaskan archipelago as well as to the South.

He believed that the construction of such a road would mean a new era for the city of Victoria. (Applause.)

Mr. W. Robertson mentioned that the requisition calling the meeting was signed by the most representative of the business men of Victoria. The absence of many of these showed that Victorians much more ready to take a proper interest in their own affairs. (Applause.)

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 easily by the building of the main artery through the island.

Years ago, when Victoria had been investing in Cariboo and Omineca, he had told them that they were staying in the shadow of plenty. Late developments on the West Coast had proved that he was correct.

He predicted that on the completion of the road fast steamers would ply from the northern terminals to Asia, and freight would be brought down on this road to the Mainland by means of Oyster Bay and Port Angeles railway ferries.

He also asked if it was worth while to have the northern trade pouring through Victoria by means of this road.

Besides the C.P.R. was negotiating a military road, and by employing this island line instead of the present route over a day would be saved to the East, and often one day's economy of time often saved a city.

Referring to the advocacy by Dr. Helmcken of this road, he recalled a remark made by that gentleman years ago, in which he said that he and the speaker were born too soon. They might be moss covered, but moss often grew on a good gold ledge. (Applause.)

Hon. Dr. Helmcken explained his presence by saying that he had simply because he signed the requisition.

About the years 1886 to 1889 he had published a series of letters on the subject, and subsequently the government 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. Dunsinuir had approved the plan, but the British Pacific had drawn public attention from the project. Besides then Mr. Dunsinuir died and darkness came on the scheme. He believed he (Robt. Dunsinuir) had the welfare of Vancouver Island at heart, and would have done much for it if he had lived. (Applause.)

Referring to the gentleman in the matter, who said it would be easily floated if he could get it endorsed. He then thought it before the Board of Trade, which is a very influential body. (Laughter.) That astute body—(renewed laughter)—would have none of it, and the next morning the Times and Colonist "came out with inch letters telling of the killing of a Boer." (Laughter.) "And how," continued the speaker, "could I go again before my friends' mouth 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 island, 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. It would be quite as beneficial to Vancouver.

Latterly he had inclined to the belief that this extension instead of being from Nanaimo north should leave the E. & N. and Chemsung, and go by the West Coast. (Applause.) Both lines would ultimately meet at the North.

He didn't intend to elaborate the argument, for he had been squelched before, and didn't intend to be squelched again. (Laughter.)

The West Coast was as far from Victoria as it was 50 years ago. Why, people had actually to go to Nanaimo to reach Alberni, whereas by a railroad from Chemsung the distance was not half as much.

"Talk," he added, "will not build the railway, else it would have been built long ago. But money and not talk

build railways, and besides you must get promoters and give a consideration." (Applause.)

It was only 400 miles from the north end of the Island to Kitimaat, and passengers from the North, he believed, would disembark and come down by the road.

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 Columbia man 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 stick. (Laughter and applause.)

The resolution was then unanimously adopted.

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 government and parliament and the provincial government and legislature, setting forth the merits of the proposed railway, and to obtain signatures of the electors of Victoria and elsewhere to such memorial, and that the city council be requested to appropriate a sum not exceeding \$200 to defray expenses incidental thereto.

He supported the resolution on the principle of the development of Vancouver Island. All present were interested in opening up the Island. Until the Island was opened up the city would remain very much as it is at present.

Resolved support from western Nova Scotia, but the latter's development also had greatly contributed to the growth of Halifax.

He also referred to the fact that the construction of such a line would make the last section of the Great Northern transcontinental route which was certain to be built soon. It would also afford ready connection with the North and the islands of the Alaskan archipelago as well as to the South.

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**900 DROPS**

**CASTORIA**

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

**INFANTS CHILDREN**

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

*Recipe of Old Dr. SAMUEL PITCHEE*

*Pumpkin Seed, 1 lb.  
Sulphur, 1 lb.  
Castor Oil, 1 lb.  
Ginger, 1 lb.  
Rhubarb, 1 lb.  
Lemon Juice, 1 lb.  
Sugar, 1 lb.  
Water, 1 lb.*

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

**Fac-Simile Signature of**  
*Chas. H. Plitcher*  
**NEW YORK.**

**35 Doses 35 CENTS**

**EXACT COPY OF WRAPPER.**

**SEE THAT THE FAC-SIMILE SIGNATURE OF**

*Chas. H. Plitcher*

**IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA**

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

*Chas. H. Plitcher* is an every wrapper.

## Canadians At Douglas

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

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

Last night's mail brought a number of letters to the Times from members of the Victoria company in South Africa. One was in the form of a note from Pte. Arthur Carter, who asks the Times to deny stories which he learns have been in circulation in Victoria to the effect that he had deserted the contingent at Ottawa and was captured and put on board ship in irons. This he stamps as utterly untrue.

Another letter from one of the members states that the writer has just returned from a five days' expedition. "We left Belmont," he continues, "for Douglas, 40 miles from here, to destroy a Boer laager. We consisted of No. 1 Co., R. C. R. (O Company), 250; Queensland Mounted Infantry, 2 sections Duke of Cornwall's Light Infantry, 2 sections Mounted Infantry, 1 battery Royal Horse (2 guns, 12-pounders). We formed flying column and sighted the enemy the second day out at Sunnyside. We fought for 4 hours, killed 16 Boers and captured 41, wounding 22. Our loss was 2 killed and 4 wounded, no Canadians, all of Q. M. I., one being an officer. The Q. M. I. and R. H. did good work, but the Canadians did not have a chance to show themselves. We expect a big fight on the 9th."

From Pte. Seymour Hastings O'Dell, the Times regular correspondent, the following was received:

Royal Canadians, Belmont Camp.

New Century Day, 1900.

The siege train arrived at Cape Town on board the Tantalus Castle on Dec. 26th, a nice Christmas gift to the men, and will be used to send some New Year greetings to Uncle Paul. It is rumored the train may pass here, and may be used to bombard Spytfontein, and have been able to obtain some reliable information respecting this siege train.

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 2.5 inch guns and the latter 100. The Westerns are armed with eight 6-inch Howitzers, mounted on field carriages and firing an 118 lb. Lyddite shell. These weapons have an enormous range. They are sighted up to 8,500 yards, but, if necessary, with a special charge, they can, so my informant said, be used with considerable effect at a distance of seven miles. The Westerns are equipped with 4.7 inch quick firing guns, carrying a 45 lb. Lyddite shell, and having a range even greater than that of the Howitzers. With all the guns of the siege train cordite is used. Each of the 4.7 guns is capable of firing ten rounds per minute, and can be handled by four men. As to the personnel of the two companies, I believe every summer is a highly-trained and expert artilleryman. There are no recruits among them. They are nearly all well tried soldiers, several having seen service in India and the Sudan.

Victorians may be interested to learn how the siege train operates in its work. He forms a base of operations well out of sight and range of the enemy and proceeds very deliberately

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 his 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 he 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 and 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 dislodge him. And so he goes on coolly and calmly until his target has ceased to exist. Entrenchments are useless against the mighty force of Lyddite fired by these 4.7 Howitzers, and fortified positions become a death-trap to the men in them. Nothing can escape the shells, dealing out wholesale destruction and dismemberment to positions and soldiers within a radius of 800 yards of the point at which the shells burst. 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 before the end of February.

Yesterday Q. Company, Royal Canadians, a company of the Cornwalls and the Q. M. I. left camp with ambulance, transport and three days' rations, destination unknown. (Douglas)

PHYSICIANS PRESCRIBE IT.

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.—Rouad Burnham Molinoux was sentenced to-day to die by the electric chair during the week of March 26th.

Molinoux made a statement in court that he had not been fairly convicted, and that "yellow journals" had put a price on his head. Counsel for Molinoux served notice of an appeal for a new trial.

B.B.B. Better Than Doctors.

Mrs. John Brown, Melboro, P. Q., made the following statement: "I suffered nearly twenty years with constipation and headache and could get no relief from physicians. I then tried Burdock Blood Bitters.

I took in all three bottles, which entirely cured me, so that my bowels have been quite regular ever since."

B.B.B. not only permanently cures constipation and sick headaches, but also such allied ailments as nausea, sick stomach, biliousness, coated tongue, liver complaint, pimples, blotches and all blood humors.

**Stunted Hair**

Does your hair split at the ends? Can you pull out a handful of fingers through it? Does it seem dry and lifeless? Give your hair a chance. Feed it. The roots are not dead; they are weak because they are starved—starved for food.

**AYER'S Hair Vigor**

If you don't want your hair to die, use Ayer's Hair Vigor once a day. It makes the hair grow, stops falling, and cures dandruff. It always restores color to gray or faded hair.

It is a little. A little Ayer's Vigor stopped my hair from falling out, and started it to grow again nicely.

March 28, 1899. JULIA W. CANNON, S. Dak.

"Ayer's Hair Vigor completely cured me from dandruff, with which I was greatly afflicted, and my hair has since its use has been something wonderful." LENA G. GARDNER, New York, N. Y., April 13, 1899.

If you do not obtain all the benefits you expect from the use of the Hair Vigor, write the Boston Office, Dr. J. C. AYER, Lowell, Mass.

## Prov

Mr. Joseph Again

Hon. Mr. Ous

Mr. Spee p.m. Praye

Petitions follows:

A. D. Me

West Koot

Sabbath ob

Henry W