Provincial Legislature

The Member for Rossland Harangues the House for Two Hours.

Moves for Production of Certain Papers and Attacks Government Policy.

Legislative Assembly, 25th Day, Monday, April 1.

The Speaker took the chair at 2 o'clock p.m.

Rev. W. B. Allen offered prayer.

Mr. Houston moved the following resolution, seconded by Mr. Green:

Whereas the question of granting a charter for a railway from the Crow's Nest Pass Coal Mines to the international boundary is one that concerns the future success of mining, which is the greatest industry in British Columbia;

Be it therefore resolved that if such railway is needed to insure the rapid development of the coal mines in that district, in the opinion of this house, its construction should be undertaken as a provincial public work.

Mr. Houston said he wished to deal with the practical more than the political aspect of the question of government ownership of railways. Countries outside of the United States and Canada owned railways and operated them successfully. He maintained that it was competent for British Columbia to own railways, and compared the province with West Australia, which had a revenue in 1899 of $12,000,000, against British Columbia's paltry million and a half, which might possibly be credited in part at least to its railways. Other colonies and other nations owned their railways. It was therefore not a question of the practicability but of the desirability of the province owning railways. The railway from the Fernie coal mines to the boundary should be undertaken as a government work. The coal company said with such a railway they could export 6,000 tons a day to the States. This would give the railway earnings of $711,750 per year; but supposing their statement was exaggerated, cut it down one-quarter and it would still give an income of $177,000 per year. The country was an easy one through which to build a railway, and one could be built for about $600,000. It was more important that the metalliferous mines be protected than that the Crow's Nest Coal Company should secure a market for their output. The smelting companies on the United States side had practically told the miners that they would not buy their ore. It was therefore of the utmost importance that the Canadian smelter should be ensured an adequate supply of coal and coke, and to assure this beyond a doubt, the government should build and control the railway.

Hon. Mr. Turner asked if the resolution was in order, as it involved the expenditure of money, and dictated a policy for the government. He had no objection to the resolution, but merely wished to have the Speaker's ruling.

Mr. Speaker Booth said: This motion seeks to control the policy of the government, and, if passed by the house, would be an imperative instruction to the government upon a question of railway policy and the expenditure of public moneys thereunder. The motion is out of order.

A QUESTION OF $25.

Mr. Martin moved the following resolution, seconded by Mr. Curtis:

That an order of the house be granted for a return of all correspondence between the city of Vancouver and the government with regard to the use of the market shed for conducting the recent by-election in Vancouver, and in connection with the charge of $50 made for the same by the said city.

He understood the government had refused to pay the $50 rent and he would like an explanation.

Hon. Mr. Turner asked Mr. Martin to withdraw the resolution. He was informed on Saturday that the deputy minister had written that the rent paid on a former occasion was $25, hence his declining to pay $50. The matter would be inquired into and settled as soon as possible.

Mr. Martin withdrew his resolution.

MR. CURTIS' RESOLUTION.

Mr. Curtis moved the following resolution, seconded by Mr. Martin:

That an order of the house be granted for a return of all proposals made to the government since the first day of July last, soliciting aid by way of bonus or subsidy for the building of any railways in the province of British Columbia, and particularly with reference to railway lines: 1st, on Graham Island; 2nd, on Vancouver Island; 3rd, from a point on the Mainland coast from or near Kitamaat Inlet to the northern boundary of the province; 4th, from the coast near the mouth of the Fraser river eastward south of such river to Chilliwack and across the Hope mountains to that part of Yale known as the Boundary country and beyond; 5th, from or near Vernon to or near Rock Creek; together with any answers made thereto.

Also a return of any correspondence with regard to the building of any other railroads in the province during such period.

Also a return of any advertisements inserted by the government in newspapers of the province during the present year, with regard to the building of any railroads, giving the names of such newspapers.

Also a return of the terms and conditions to be supplied by the Chief Commissioner of Lands and Works and referred to in such advertisements.

In support of his resolution, Mr. Curtis said the railway question was of great importance. He wished to discuss the policy of the government as far as disclosed, and to suggest what that policy should be. A mistake in railway legislation at this stage might ruin the progress of British Columbia or retard it for years. The policy of the government lacked definiteness. The railway question was a burning one throughout the province, and the people of Victoria were as much interested as any, as proved by recent public meetings and the resolution passed by them. The government claimed to be a business government, but he failed to see how they had won that title in their railway policy. They had utterly failed to pronounce any definite policy. They should have boldly declared their policy, so that railway promoters should know what they had to expect. It was unfair to the public to keep silence on this all-important subject. The promoters of the Crow's Nest Southern had been most shabbily treated by the government. They should have been told in the first place if their bill was to be thrown out, or if it was to be loaded down with impossible conditions. Those men had been put to thousands of dollars of expense, and they represented important interests, yet they were treated shabbily, while other promoters, without a dollar at their backs, were granted every consideration.

Hon. Mr. Eberts—What has that to do with your resolution?

Mr. Curtis was continuing, when Mr. McPhillips rose to a point of order. If the hon. gentleman called for papers his resolution should go or be negatived. If he wished to speak on matters that might be contained in those papers, the papers should be before the house.

Mr. Speaker held the point of order well taken.

Mr. Curtis went on to dwell on the importance of the Crow's Nest Pass Southern railway, and claimed his right to discuss the questions involved in his resolution.

Mr. Speaker said the hon. gentleman was going beyond the scope of his resolution.

Mr. Curtis didn't want the Speaker to make a speech for him, but he would like to know just what he could speak about.

The Speaker said, very little, as the resolution only called for papers. The hon. member could not discuss a government railway policy which might or might not exist.

After considerable argument against the Speaker's ruling, Mr. Curtis proceeded to criticize the government Coast-to-Kootenay railway policy, on which they had given no definite information. The C.P.R. had strongly opposed the building of that railway unless they got the building of it. He would like to know if any member of the government favored the C. P. R. above any other railway. (Laughter.) He then went on to speak of a short line of railway in the Boundary country which members of the government voted against last session.

Hon. Mr. Eberts—And some for it.

Mr. Curtis—Yes, the Hon. the Attorney-General voted for it.

Mr. Speaker—What has that to do with the papers asked for?

Mr. Curtis read from statements of members of the government made to a railway delegation, from which he inferred that if the C. P. R. would build the line for a less subsidy than any other company, the government was prepared to give the contract to the C. P. R. Calling attention to the government advertisement for tenders, he would ask if it did not give an unfair advantage to the C. P. R.? The proposals had to be in by April 15, and be accompanied by plans, etc. He thought it was unfair to other prospective contractors.

Hon. Mr. McBride called attention to the fact that Mr. Curtis was persisting in continuing on the same lines, although ruled out of order by the Speaker. He protested against such conduct on the part of the hon. member.

Mr. Martin held that Mr. Curtis was entirely in order. He had a right to discuss the papers called for, which was a common practice in the Dominion House of Commons.

Hon. Mr. McBride said Mr. Curtis had been called to order three or four times, and it was not right that he should persist in his line of argument in the face of the Speaker's ruling. Why did he not move a vote of want of confidence?

Mr. Curtis said he did not wish to move a vote of censure on the government, what he wanted was an open discussion of the railway policy.

Mr. Speaker said if the resolution was finding fault with the government, it would be in order, but he merely asked for papers, and could not discuss the contents of those papers till they were before the house.

Mr. Curtis, continuing, said the government should state the nature and the amount of the security which they expected from parties tendering. They should also specify the route to be taken by the railway. The country was asking if this road was a scheme to give the work to the C. P. R. It was absurd to ask people to lay out perhaps $25,000 on surveys when there was no guarantee that their tender would be accepted. He considered some of the terms were good, but could not agree with others. He would like to see the bonus advanced by way of a loan instead of asking 4 per cent. on the gross earnings. He objected to the provision that the road be built wholly within Canadian territory. He had no objection to the road crossing into the States at one or more points, in fact he would regard it as an advantage. He believed this provision was made to prevent connection with the Great Northern and in favor of the C. P. R. He then went on to argue that United States capital was at the back of all the great industrial enterprizes in Canada, and that it should be encouraged as much as possible. He claimed the C. P. R. had received in cash and bonuses over $126,000,000, and should get no more pay from the people. The whole upper country was clamoring for a competitive line, and he claimed that Rossland mines owed their present prosperity to the existence of a competitive line.

Regarding Mr. Dunsmuir's statement, that he was determined to do the best he could in the interests of the province, Mr. Curtis said he felt confident that the Premier was sincere, but he warned him and the government that the only safe course for him to pursue was to carry out the wishes of the great majority of the people. It was known that Mr. Dunsmuir had a coal contract with the C. P. R., and that might influence him, unconsciously, perhaps, to lean in the direction of favoring that corporation. If a competitive line were in operation, the coal from the upper country would come into competition with Vancouver Island coal in the Coast cities. It was well known that after the passing of the Victoria railway ferry by-law, the C. P. R. began running freight cars into Victoria via Ladysmith, through a combination made between the C. P. R. and the E. & N. That was the result of the threatened entrance of a competing line.

Mr. Hunter—That statement is not correct.

Mr. Curtis—It might not have been a combination, but a business arrangement, and a very proper one. But it was the result of that by-law.

Mr. Hunter said it was nothing of the kind; the agreement was in existence long before the by-law was thought of.

Hon. Mr. McBride again called attention to Mr. Curtis being out of order. He was usurping the place of his leader, and had no right to continue in the face of the Speaker's ruling.

Hon. Mr. Turner would like to see the Speaker sustained.

Mr. Brown explained that Mr. Curtis was speaking for himself and not for the opposition, as Mr. Martin had stated, but he thought he was in order and should be allowed to continue.

Mr. Martin cited precedents from Hansard in support of his argument that Mr. Curtis was in order.

Hon. Mr. McBride insisted that even if the Speaker's ruling was wrong, his four rulings should be sufficient to induce the hon. member to desist in putting the decisions of the chair at defiance.

Mr. McPhillips pointed out that the cases cited by Mr. Martin did not apply to the present case.

Mr. Oliver supported Mr. Curtis' right to go on.

Mr. Helmcken quoted May to show that Mr. Curtis was out of order.

Mr. Curtis went on to discuss the government advertisement. He called attention to the fact that Mr. Dunsmuir was one of the applicants for a railway charter. Why was not that railway included in the advertisement? Mr. Dunsmuir should act so that no shade of suspicion of partiality could fall upon his motives or actions. One of the principal newspapers was silent on the railway policy, and it was said the reason was because it was controlled by the government. Why were not the onerous condition mentioned in the advertisement applied to the Comox and Cape Scott railway Why should the Coast-to-Kootenay line be singled out?

Mr. Dunsmuir—You are working for the V. V. & E.

Mr. Curtis—Do you want the V. V. & E.?

Mr. Dunsmuir—If we can get the best terms from it.

Mr. Curtis denied, with some energy, that he was working for the V. V. & E. He was not working for any railway. He was in favor of government ownership.

Mr. McBride asked for the ruling of the chair.

Mr. Speaker said the hon. member was more in order than he had been. He was inclined to give hon. members every possible latitude.

Mr. Curtis went on to argue that the constituencies directly interested in the Coast-Kootenay railway were represented by a majority of the house, a majority of the votes and that they were unanimous in their demand for a road. If any number of those members were prepared to vote against a competitive line, he thought there were sufficient members from constituencies not directly interested who would vote for the competing line on general principles. He intended to introduce a resolution which would force all these members to put themselves on record on this question. The output of the Kootenay and other interior districts would amount this year to $21,500,000, and nearly all of that would be lost to the Coast cities unless a competitive line were provided. In three years that trade would amount to $50,000,000. Was all that to be lost for want of a competitive line? He warned the government against allowing southern British Columbia to get into control of the C. P. R. Fortuna was now knocking at our doors with her cornucopia, and it was for us to take advantage of her favors. The people of the interior wanted to get to the Coast, to the ocean, by the shortest possible route. It was not yet too late for the government to formulate a policy of government railway ownership. They would be able to give the C. P. R. and Great Northern running rights over such a road, and would be in a position to make the best bargain with those corporations. Failing that, he favored competition. He concluded by urging the house to insist upon competition in railways. He thought the V. V. & E. should get fair treatment at the hands of the government, though he did not say that they should get the Coast-Kootenay charter unless they offered favorable conditions.

Mr. Curtis's speech, including interruptions, occupied two hours.

Hon. Mr. Turner said although Mr. Curtis had not followed the rules of order, he did not object to his speech, as it had been carefully prepared last week, but was ruled out of order, and it was only fair that he should be allowed to deliver himself. (Laughter.) The hon. member had couched his resolution very cunningly, so as to be able, under pretence of asking for certain papers, to arraign the government on their railway policy for the purpose of influencing the electors. That might be quite proper, from the hon. member's point of view, but he objected strongly to the insinuation that certain members of the government were controlled in their railway policy by personal motives. It was wholly untrue that such was the case, but on the other hand, it was well understood that certain parties were working as the paid agents of a certain railway combination.

Mr. Curtis demanded the names.

Mr. Turner said he did not propose to give the names. It was well known in the country, it was notorious, that certain parties were going through all parts of the province soliciting support for certain railway interests, and it was currently reported that they were being well paid for their services. (Applause.)

Mr. Curtis had made unfair and unwarranted insinuations and innuendoes, the only inference that could be drawn from them being that the interests of certain members of the government were so bound up with those of a certain railway that they could not oppose its claims. These insinuations were unfair and unworthy of the honorable gentleman, and could not serve the purpose for which they were intended, as there was no possible chance of an election for some time to come. (Applause.)

Mr. Curtis had taken strong ground, and felt greatly encouraged over the result of a public meeting. That could only be taken for what it was worth. He had seen, and other honorable gentlemen had seen, public meetings bigger than that referred to, condemn schemes that six months after, the very people who condemned them warmly supported. (Applause.) Very often a public meeting did not represent more than a fraction of the vote of a constituency.

The honorable member had assumed that the government's policy was all in favor of one company, and the sole object of his resolution was to enable him to make a political speech. He assumed that the papers his resolution purported to ask for would reveal the fact that the government must give the contract to the C. P. R. Had he waited till those papers were brought down, as they would be at the proper time, he might have dealt with them intelligently. But he only desired to create an impression that the government were ashamed of their railway policy, and were preparing to do something wrong. He knew the government could not bring down those papers. He was sufficiently well acquainted with parliamentary procedure to know that the government's hands were tied and their lips sealed with regard to those confidential papers. They could not publish them while contracts were being called for. The honorable the Premier had stated that the government were awaiting an answer from Ottawa, and that answer had not yet been received. The Ottawa government had been busy with the budget debate and other important matters, but an answer was expected, and he hoped one would be received so as to enable the government to take the house into their confidence after the Easter recess. (Applause.) It would be wrong and ill-advised to bring down a railway scheme until they had a definite decision from Ottawa. (Applause.)

The government did not feel that the province was in a position to undertake the building of railways. The Dominion might adopt such a policy, but the province had not revenue sufficient to justify the government in launching into such a hazardous undertaking. The Coast-Kootenay road, he was informed, would cost something like $40,000 a mile, which the government could not undertake to finance for and expend. Government railways in other colonies had proved to be costly experiments that did not answer expectations. With regard to the alleged onerous conditions of the government's advertisement for tenders, he might say that the V. V. & E. had surveys and plans of the route.

Mr. Curtis—I wasn't talking for them.

Hon. Mr. Turner—I don't say you were talking for them, but a great many people will say you were.

He believed the Railway Act required the deposit of surveys and plans, so the advertisement called for nothing unusual. These plans were very necessary in all cases, as often the shortest route from point to point was not the most advantageous for the public. The government should have full knowledge of a proposed road before awarding a contract.

Mr. Curtis had assumed that there were dissensions in the cabinet regarding the railway policy. Would he kindly give his authority for that conclusion.

Mr. Curtis said he was not prepared to give particulars.

The honorable member might rest at ease for the next two or three years if he was waiting for dissensions in the cabinet. (Applause and laughter.)

He had to compliment the honorable member on the picture he had drawn of the future prosperity of the interior and the interest which he took in the welfare of the country generally. He had said that the future depended on a competitive line, and in that many members agreed with him, but a railway might create competition at one point and not at another. The Coast-Kootenay road could not affect points on the C. P. R. such as Revelstoke, Ashcroft and Kamloops, and he didn't think it would make much difference in through rates at the Coast cities. The papers asked for in the resolution would be brought down at the proper time, and could then be criticized if found unsatisfactory. Meantime the government were not prepared to produce them. (Applause.)

Mr. Curtis saw no good reason why the papers could not be brought down. He challenged Mr. Turner to resign his seat and let the most popular man on the government side contest it on the declaration that he was pledged to secure the best bargain possible for the Coast-Kootenay railway. That would prove the state of public feeling in the matter. He wished to add that he was strongly in favor of a railway to the north end of Vancouver Island, under proper conditions.

The resolution was then negatived on the following division:

Yeas—Messrs. Brown, Martin, Curtis, Munro, McInnes, Gilmour, Stables, E. C. Smith, Oliver, Hawthornthwaite, Neill—11.

Nays—Messrs. Turner, Dunsmuir, Eberts, A. W. Smith, Ellison, Clifford, Tatlow, Hayward, Garden, Fulton, Prentice, Wells, McBride, Pooley, Murphy, Rogers, Hunter, Dickie, Mounce, Kidd, Green, Houston, Hall McPhillips, Helmcken—25.

PETITIONS.

Capt. Tatlow presented a petition from Thomas Dunn and others, asking amendments to the Explosives Storage Act.

Messrs. Prentice and Curtis each presented a petition favoring government ownership of railways.

LAND FOR VOLUNTEERS.

A message was received from His Honor the Lieutenant-Governor, transmitting a bill to authorize the granting of lands to British Columbia volunteers who served in South Africa, which was referred to committee of the whole and read a first time.

NIGHT SITTINGS.

Mr. Martin asked the Premier why he had not carried out his promise regarding night sittings.

Hon. Mr. Dunsmuir said the house would not care to sit on Tuesday night, and he felt that after Mr. Curtis' speech the members were tired out. It would be unkind to ask them to sit to-night. (Laughter.)

Mr. Martin—If it had been the junior member for Victoria who had spoken, he could understand the tired feeling of the members. (Laughter.) His honorable friend from Rossland had made an excellent speech.

Mr. McPhillips deftly turned the laugh on the leader of the opposition, and the house adjourned till this afternoon at 2 o'clock.

MEETING THE FARMERS.

Agricultural Lecturers Visit Cowichan and Are Well Received.

Duncan, April 1.—The visiting lecturers from the East, Mr. Duncan Anderson and Mr. A. Elliott, duly arrived in Duncan on Saturday, and were well received by a numerous and representative audience from all parts of Cowichan. With them came also Mr. Blanchard, of Port Hadlock, Wash., and Mr. F. W. Hodson, the well known and deservedly popular Dominion live stock commissioner. Mr. Hodson is in fact the chief of all the Farmers' Institutes, and a man whose wonderful ability and organizing power is not as well known as it should be, or as it probably soon will be, in this province. It is not often that a meeting of farmers is confronted by such an "embarras de richesses" in the way of lecturers, as presented by these four gentlemen, all of them successful, all of them experts in their profession, and each one ready to give away his experience for the asking. That their addresses were able, interesting and splendidly delivered, goes without saying. Mr. Elliott spoke on the dairy cow, Mr. Anderson on soil cultivation, and Mr. Blanchard on poultry management. But the novel and most instructive feature of all was the manner in which Mr. Hodson exemplified how the points of special interest in each lecture can be brought out in the discussion which follows, or even while the lecture is going on. Mr. Hodson afterwards addressed the meeting at some length. He pointed out that he was here, and his lecturers were here, not by any means entirely to instruct, but also to study the conditions of the country and the requirements of farming. The information that they would take back to Ontario would be used to devise schemes for the general advancement of agriculture in this province, and particularly to point out to the young men in the East, those who had every intention of emigrating, that if they wished to do so, there was no need to go over the line to the United States to find fresh fields for their labors. They could come out West to the boundless possibilities of British Columbia, and still remain in Canada under the flag of the British Empire.

At the close of the proceedings, Major Mutter moved a vote of thanks to the visitors, which was seconded by Mr. James Evans, and carried with much enthusiasm. Mr. Hodson, in reply, greatly eulogized the excellent services of the president, Mr. Hadwen, who is also secretary of the B. C. Dairymen's Association, in obtaining the importation of carloads of pure-bred stock. He called for three cheers for Mr. Hadwen, which were given with great heartiness.

MOUNT SICKER.

Mount Sicker, April 1, (Special).—A general store opened on Saturday on the townsite and another will soon follow. About a dozen houses have been built in the last week.

The Lenora Company have now an air shaft in connection with their tunnel and tools and the material for timbering are now let down the shaft, which makes it much more convenient.

Snow fell a few days ago to the depth of six inches, but has now disappeared.

The saw mill, although running full blast is hardly able to fill all demands for lumber.

The telephone from the Lenora mine to Westholme has proved a great convenience.

The Tyee Companys' new compressor machinery is doing great work and the company are making rapid progress.

MORE PRISONERS.

Thirty-one Boers Captured in Orange River Colony.

London, April 2.—Under date of Pretoria, April 1, Lord Kitchener reports to the war office as follows:

"Plumer has occupied Nylstroom, and French has captured three guns on the lower Pongola.

"Thirty-one prisoners have been captured in the Orange River Colony. There were no casualties."

Mrs. Muggins—Philadelphia may have its drawbacks, but we are not troubled with the smoke nuisance here.

Mrs. Buggins—The idea! Why, my husband smokes all over the house.—Philadelphia Record.

A SEVERE CASE OF ITCHING PILES

A Well-known Minister Escaped a Dangerous and Painful Operation and Was Thoroughly Cured of Piles by Dr. Chase's Ointment.

Rev. S. A. Duprau, Methodist minister, Consecon, Prince Edward County, Ont., states: "I was troubled with itching and bleeding piles for years and they ultimately attained to a very violent form. Large lumps or abcesses formed, so that it was with great difficulty and considerable pain that I was able to stool. At this severe crisis I purchased a box of Dr. Chase's Ointment, but I had little or no faith in it, as I had tried various remedies before and to no purpose.

"Now, imagine how great and joyous was my surprise to find that just the one box cured me, so that the lumps disappeared and also the external swelling. I feel like a different man to-day and have not the least doubt that Dr. Chase's Ointment saved me from a very dangerous and painful operation and many years of suffering. It is with the greatest pleasure and with a thankful heart that I give this testimonial, knowing that Dr. Chase's Ointment has done so much for me. You are at perfect liberty to use this testimonial as you see fit for the benefit of others similarly affected."

No physician or druggist would think for a moment of recommending any other preparation than Dr. Chase's Ointment as a cure for piles. It is the only remedy which has never yet been known to fail to cure piles of any form. 60 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto.

EPPS'S COCOA

GRATEFUL COMFORTING

Distinguished everywhere for Delicacy of Flavour Superior Quality, and Highly Nutritive Properties. Specially grateful and comforting to the nervous and dyspeptic. Sold only in ½-lb. tins, labelled JAMES EPPS & CO., Ltd. Homœopathic Chemists, London, England.

BREAKFAST SUPPER

EPPS'S COCOA

Ask for Ladies' PILLS

Superseding Bitter Apple, Pil Cochia, Pennyroyal, &c.

Order of all Chemists, or post free for $1.50 from EVANS & SONS, LTD., Victoria, B. C.

A REMEDY FOR IRREGULARITIES. Martin, Pharmaceutical Chemist.

Fruit and Ornamental Trees

Seeds, Plants, Vines, Etc. Extra choice stock of Cherry, Peach, Apricot, Plum and other Fruit Trees. Most complete stock in the province. 100 page Catalogue free.

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3009 Westminster Road,

VANCOUVER B. C.

WHITE LABOR ONLY.

MINERAL ACT.

(FORM F.)

CERTIFICATE OF IMPROVEMENTS.

NOTICE.

Alice and Golden Queen Mineral Claims, situate in the Victoria Mining Division of Victoria district.

Where located: Mt. Sicker.

Take notice that we, Samuel Richards and Eric W. Molander, F. M. C. B48932, F. M. C. B48968, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements for the purpose of obtaining a Crown Grant of the above claims

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 20th day of March, A. D., 1901.

Seeds in Bulk

Sweet Peas in Named Bulk.

JAY & CO.,

Direct Importers and Growers.

13 Broad Street ..... Victoria.

Notice

We, the undersigned, intend to apply to the Chief Commissioner of Lands and Works for the privilege of purchasing one hundred and sixty acres of land, running from a stake marked John Bryden, Patrick Hickey and B. R. Seabrook's S. W. corner, thence east 40 chains; thence north 40 chains; thence west 40 chains; thence 40 chains south to point of commencement, containing 160 acres more or less. The said land is situate at Swanson's Bay, Graham Reach, Coast District, in the province of British Columbia.

Dated, March 5th, 1901.

Signed:

JOHN BRYDEN,
PATRICK HICKEY,
B. R. SEABROOK.

NOTICE.

Public notice is hereby given that thirty days from the date hereof I intend to make application to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following described tract of land, situated at Goose Bay, Hastings Arm, of Observatory Inlet, District of Cassiar, for industrial purposes.

Commencing at a stake marked E. D.'s Northeast corner; thence west forty chains; thence south forty chains; thence east forty chains or thereabouts to the shore of Goose Bay; thence following the shore line of Goose Bay to the point of commencement; containing one hundred and sixty acres more or less.

E. DONEHUE.

Naas Harbor, Feb. 15th, 1901.

Re Isaac Tatton, Deceased

Take notice that three weeks after date hereof I intend to sell the property hereinafter described, belonging to Isaac Tatton, deceased, for the purpose of paying the debts of the said Isaac Tatton, viz:

Lot 13, Tumbo Island, Cowichan District, in the province of British Columbia, according to the official plan or survey thereof, save and except certain portions thereof conveyed by the said Isaac Tatton to Charles Gabriel by a deed dated 27th November, 1888, and subject to certain rights and privileges by the said deed granted to the said Charles Gabriel.

Dated March 28th, A. D. 1901.

WILLIAM MONTEITH,
Official Administrator.

R. J. COLLIS BROWNE'S CHLORODYNE.

Vice-Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say that it had been sworn to. —Times, July 13, 1864.

Dr. J. Collis Browne's Chlorodyne is the best and most certain remedy in Coughs Colds, Asthma, Consumption, Neuralgia, Rheumatism, etc.

Dr. J. Collis Browne's Chlorodyne is prescribed by scores of orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—Medical Times, January 12, 1865.

Dr. J. Collis Browne's Chlorodyne is a certain cure for Cholera, Dysentry, Diarrhoea, Colics, Etc.

Caution—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the stamp. Overwhelming medical testimony accompanies each bottle. Sole manufacturer, J. T. DAVENPORT, 33 Great Russell Street, London. Sold at 1s. 1½d., 2s. 9d., 4s.

THE S. CARSLEY CO., LIMITED.

NOTRE DAME STREET. MONTREAL'S GREATEST STORE. MARCH, 1901.

ORDER BY MAIL

Shopping by Mail made easy and pleasant by the use of The Big Store's

SPRING AND SUMMER CATALOGUE

Just Published.

Containing 280 pages descriptive matter fully illustrated.

Sent to any address in Canada POST FREE.

As a result of extraordinary efforts to cater to the demands of our immense patronage, we have endeavored to so improve our various departments, that we can unhesitatingly state to intending purchasers that they will find, upon comparison, that our prices are the lowest obtainable for first class goods, and the qualities such as we know will meet with your approval and give thorough satisfaction.

All orders and requests for samples entrusted to our care will receive most prompt and careful attention.

Send a Trial Order and You'll Be Convinced.

THE S. CARSLEY CO., LIMITED.

1765 to 1783 Notre Dame Street, 184 to 194 St. James St., Montreal.

Our Mail Order Department.

This is a special feature of our business. All orders are executed with care and promptness thus avoiding any mistakes.

All goods invoiced at the lowest possible price on day of shipment

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Price $15.00 including a 16 inch horn, 3 records and concert sound box.

The Talking machine that talks—sings—plays every instrument—reproduces Sousa's Band—Negro Minstrels—string orchestras or church choirs.

The Berliner Gram-o-phone is louder, clearer, sweeter and simpler than any other Talking Machine at any price—it plays cake walks, waltzes, marches and operatic selections, it sings (words and music) of all the popular songs of the day as well as Coon songs, patriotic and sacred selections—it tells funny stories or repeats a prayer.

The Berliner Gram-o-phone is made in Canada, every instrument is sold with a five year's written guarantee.

The records are not wax—they are hard, flat and indestructible. Will last 10 years. Write to us for Catalogue and record lists free.

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Land Registry Act.

In the matter of an application for a duplicate of the Certificate of Title to Lot Twenty-seven (27), Town of Chemainus, (Map 213.)

Notice is hereby given that it is my intention at the expiration of one month from the first publication hereof, to issue a duplicate of the Certificate of Title to the above lands issued to Henry Evins on the 10th day of February, 1892, and numbered 8989a.

S. Y. WOOTTON,
Registrar-General.

Land Registry Office, Victoria, B. C., 19th March, 1901.

NOTICE.

Notice is hereby given that one month after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase about three hundred acres of unreserved, unoccupied and unreserved Crown Lands, being composed of the North-fractional half of section two (2) Township eleven (11), Renfrew District, Vancouver Island.

Dated this 19th day of March, A. D., 1901.

By H. E. NEWTON, R. J. GODMAN,
His Attorney in Fact.

The Singer Sewing Machin

$55.00 cash for 5-drawer drop-head; $65.00 on installments, at $3.00 per month. From $5.00 to $20.00 given for old machine in exchange off these prices.

W. V. WMILYEA, Island Agent., Nanaimo, B.C.