Provincial Legislature

Opposition Again Resort to Obstruction and Delay Business of House.

Victoria and Yellowhead Pass Railway Bill Violently Opposed By Them.

Legislative Chamber, May 21, 1902.

Mr. Speaker took the chair at 2.30 p. m.

Rev. Alexander Fraser offered prayer.

Mr. Neill asked the government the following questions:

1. Is James B. Thomson a clerk in the provincial government office at Alberni?

2. Was the said James B. Thomson a candidate in the Alberni electoral district at the last general election?

3. Has the attention of the government been called to the fact that the said James B. Thomson, at a political meeting at Alberni on the 17th inst., moved a resolution calling on the member for the district, Mr. Neill, to either support the railway policy of the government or resign his seat in the House?

4. Does such active interference in politics on the part of its employees meet with the approval of the government?

Hon. Mr. Dunsmuir replied as follows:

1. There is a Jas. B. Thomson in the office there.

2. One J. B. Thomson was a candidate.

3. No.

4. I decline to answer.

Mr. Neill said the answers of the Hon. the Premier were not satisfactory. He claimed that the attention of the government had been called to the matter referred to in question No. 3.

The Hon. the Premier said he had not received anything bearing on the question, except a letter from Mr. Neill, he had answered question 3 in the negative in error.

He had intended to answer in the affirmative.

Mr. Neill accepted the explanation, but pressed for an answer to question No. 4.

Hon. Mr. Eberts said the government could not accept the statement of Mr. Neill, although he had no doubt it was correct; they could not accept Mr. Neill's dictation of policy with regard to civil servants. If it were found on enquiry that James B. Thomson was an employee of the government, residing at Alberni, and that he had taken an active part in politics, the government would take his case into consideration.

CANADIAN NORTHERN.

The House went into committee of the whole to consider a message of His Honor, the Lieutenant-Governor transmitting a bill to aid the construction of a railway from Victoria to Yellowhead Pass, Mr. Hunter in the chair.

Hon. Mr. Eberts moved that the committee rise and report the bill to the House.

Mr. Oliver moved an amendment condemning the railway policy of the government, for the purpose of delaying consideration of the bill.

Mr. Oliver's amendment was as follows: That all the words of the resolution after the first word "That" be struck out, and the following substituted therefor:

"This committee having in view the fact that the government on previous occasions this session, have placed before the House:

1st—A draft contract for the construction of the Canadian Northern railway;

2nd—A signed agreement with the Edmonton & Yukon Railway Co., for the construction of a railway from Yellowhead Pass to Bute Inlet;

3rd—A signed agreement with McLean Bros. for the construction of a line of railway, from Vancouver to Midway, and also submitted by message of His Honor the Lieutenant-Governor a bill to ratify agreements entered into between the government and the Edmonton & Yukon railway Co., and between the government and McLean Bros., and the before mentioned agreements not being in the best interests of the province, and having in view the fact that the government has no well defined railway policy, rise and report to the House that this committee consider it inadvisable to entrust the government with any such powers as those contained in the proposed bill.

Speaking to his motion, Mr. Oliver declared his belief that the government had no intention of securing the construction of the railway, but merely wished to hoodwink the electors of the country. He also declared that he believed the C. P. R. were at the back of the scheme, and would defeat any effort to build a competitive line.

Mr. Martin said the practice in the Dominion House (as he had pointed out on a former occasion) was to discuss such a bill as the one before the House in committee, but he claimed that Mr. Oliver's amendment and his remarks had really no bearing upon the question. He had not found fault with bill, but with what the government had done on former occasions or what they intended to do. There was nothing in the bill which gave the government power to make a contract with a railway company on terms within their discretion. The government were not asking the House to delegate to them any powers to enter into a bargain for the construction of a railway, and even if there was such a provision in the bill it might easily be amended during the course of the bill through the House. Mr. Oliver's amendment was wide of the mark, and was only another example of the petty-fogging tactics of the opposition all through the session. They had not raised any question of interest to the country, but had satisfied themselves with discussing petty side issues, and personal animosities, by which methods they had obstructed the business of the House. The House had recently seen the galleries full of friends of the opposition, who had gathered to witness the downfall of the government, and it was a significant fact that on that evening the government had the largest majority of the session. (Applause.)

Mr. McBride—When was that?

Mr. Martin said it was about the time when a bouquet had been presented to the honorable the third member for Victoria, as a token of appreciation of his splendid services, by the ladies of the city. (Laughter.)

He had always been opposed to the granting of land subsidies to railways. That had been his policy since he had been in public life, and he would not depart from it. He had stated that he would not support the government in a policy of that kind, and it was only with an understanding that no land grant should be given that he and his followers had supported the government. It was for that reason and to avert the calamity of having the leader of the opposition at the head of a government that he gave the government his support.

Mr. McPhillips said such a government would not include a Cory S. Ryder.

Mr. Martin declared that Mr. Cory S. Ryder would be an ornament to the House, and had more dignified views of statesmanship than the honorable the leader of the opposition or his lieutenants.

With regard to Redistribution, Mr. Martin said he and his followers had not been stronger in favor of that measure than the government, and it would have been an act of treachery to abandon their support of the government after the redistribution bill had passed. Last session the Loan Act had recommended itself to his support, and he was willing to abide by the policy in that bill with regard to the control of rates, which at the instance of the Hon. the Attorney-General had been inserted in every private bill. The government had not only insisted that that clause should appear in the bill of every railway which received public aid, but precautions had been taken to secure the same concessions from railways which received no aid. That was the declared policy of the government, and they had consistently stood by it. It was a most difficult matter for the province to impose this condition successfully on railways under Dominion control, but he hoped a way would be devised by which the province might be enabled to impose them upon portions of the roads within the provincial boundaries. This policy of the government was the very best protection that the people of the province could have. Personally he would rather see the country without railways than see them built without being under control of the government with regard to rates. The neglect of securing such power over the railways had retarded the growth of population and the progress of Manitoba and the Territories for 20 years. Now that the rates had been reduced to reasonable figures the country was rapidly filling up with the most desirable class of settlers. Sir Charles Tupper was fully justified in making his celebrated forecast of the future of that country and his dream would have been a reality today had the Dominion government, when the C. P. R. was built, reserved to themselves the control of freight rates. He sketched the history of railway rates in Manitoba, showing how after years of agitation, the people had at last succeeded in securing reasonable freight rates. Manitoba had recently made a bargain with the Canadian Northern, pledging the credit of the province to the limit, in order to give the people cheap rates. If British Columbia took the precaution to make a hard and fast bargain in the first place, while the opportunity was present, she would be spared like trouble and sacrifices in the future.

Mr. Martin then turned his attention to Mr. Curtis and his support of Mr. Bodwell during the recent election campaign. Mr. Curtis had declared that he stood alone and had no leader, he had declared time and again that he was opposed to land subsidies to railways, yet he had warmly supported Mr. Bodwell, who was the most notorious advocate of railway promotors who were attempting to exploit the country at the cost of the people. Mr. Curtis had often declared his distrust of Mr. Bodwell, yet he had supported him and by his conduct endorsed Mr. Bodwell's platform. He (Martin) had not supported Col. Prior because that gentleman was running on a policy of land grants to railways. Mr. Bodwell had always favored large subsidies. His proposal with regard to the British Pacific had been a cash bonus of $6,000,000 and 20,000 acres of land per mile. He had pleaded that he was at that time only the solicitor of the railway, but when he was before the people last March asking their support he had declared that the Turner government had made a grave mistake in rejecting the British Pacific offer, and it must be remembered that in that case there was absolutely no condition attached to the land grant, the company would have had the right to hold the lands at any prices they wished. It was not Mr. Curtis alone who supported Mr. Bodwell, every member of the opposition had ornamented the platform at his meetings and had spoken in advocacy of his candidature.

He approved of the bill before the House, although some amendments might be advisable. It was in line with the policy of the Liberal party, of which he had the honor to be leader. He looked upon this Victoria and Yellowhead railway as the trunk line from which branches would spring for the service of the Atlin and Yukon countries. He believed in dealing generously in aiding cash subsidies was, after all, a half-railway construction, but the giving of hearted policy. His was a bolder policy for instead of giving away a few millions he would borrow enough to build and own the railways, and thus in the end reap the full profits of the investment. He did not agree with those who said the outlay in railway aid would be repaid by the development of the country. That was a fallacy, the development of the province, the opening of new districts, meant an immensely increased outlay in the cost of administration of government, there would be no direct benefit to the country, but the revenue of the Dominion would be considerably increased from the increase in trade and population. The only true policy, through which the province would ultimately profit, was government ownership of railways. Until that policy was accepted by a majority of the electorate he felt bound to content himself with voting for the next best thing—the granting of cash subsidies—if he did otherwise he would be an enemy of the province by assisting in defeating railway development. It was argued that it would be unwise for the province to go into railway building, but it must be remembered that if the province were properly provided with railways the system would include 10,000 or 12,000 miles, and if the proper development of the province required such a system, he would advocate the borrowing of money to construct it, and in a very few years the railways would become a most valuable asset and source of revenue. If private companies could build and operate railways and make them profitable, why could not a government do the same.

On the question of Oriental labor, Mr. Martin said nothing had been done in that direction in the present bill, but he hoped the House would act with the government in adopting some means of dealing definitely with the question in a way that could not be assailed by the Dominion government.

Mr. Oliver replied, reiterating his charge that the bill was not a bona fide measure, but merely intended to "hoodwink the electors."

Mr. McBride declared his utter want of confidence in Mr. Martin, and offered his sympathy to the Liberal party in having chosen him as a leader. He regarded Mr. Martin's opposition to himself as a factor in strengthening him in the House and country. He complimented himself on his course as leader of the opposition since the beginning of the session. He declared that Mr. Martin had been abandoned by his followers, even Mr. Gilmour being lukewarm in his allegiance.

Mr. Gilmour said he would rather follow Mr. Martin all his life than Mr. McBride for 15 minutes.

Mr. McBride continued to criticize Mr. Martin till called to order by the chairman. He twitted the government with not having the support of the press of the province.

Mr. Martin interjected the remark that the fact was one to be proud of, as a great many of the papers were controlled by individuals and corporations who were endeavoring to force concessions from the government.

Mr. McBride, continuing, read an extract from Mr. Bodwell's Rossland speech regarding the Coast-Kootenay railway. He, and other members of the opposition, had supported Mr. Bodwell because that gentleman was opposed to the Dunsmuir government. He expressed a hope that an opportunity would soon present itself when the country could be fully informed of the devious courses of Mr. Martin. He declared most emphatically that Mr. Martin was afraid to face the electors even as leader of the Liberal party—if he succeeded in being elected he would return to the House without a single follower.

At this point Mr. McBride was again called to order by the chairman, who besought him to speak to Mr. Oliver's motion.

Mr. McBride then compared the terms of the original Canadian Northern contract with the bill before the House. The first had proposed the granting of 20,000 acres per mile and a cash subsidy, while the present bill made no mention of the land grant. From this he endeavored to show that Col. Prior had broken his pledge with the electors. He continued his speech till 6 o'clock, when he moved that the committee rise and report progress.

FISHERIES CONFERENCE.

Hon. Mr. Eberts read the following despatch, which had just been received from the Minister of Marine and Fisheries:

"Ottawa, May 21, 1902.

"Hon. James Dunsmuir, Victoria:

"No definite conclusion arrived at Fisheries conference. Several matters discussed, which took a great deal of time, such as Halifax award, which affects only Maritime Provinces. Unanimous opinion was in favor of Dominion administering general fisheries. ... adjourned until return of p... coronation.

"JAMES SUTHERLAND.

The House adjourned at 6 o'clock till 8 p. m.

NIGHT SESSION.

The House resumed consideration of His Honor's message transmitting the bill to aid the construction of a railway from Victoria to Yellowhead Pass, Mr. Hunter in the chair.

Mr. McBride resumed the debate. He characterized the Edmonton, Yukon & Pacific Railway company as a promotor's company, which had no financial standing, and taxed the government with having abandoned their former railway agreements and bringing an entirely new one before the House. He charged the government with being guilty of dishonest and shameful conduct in connection with the railway contracts, exhibiting much indignation and violence, of demeanor and language in his denunciation of the occupants of the treasury benches.

Hon. Mr. Eberts called the attention of the chairman to the fact that the scene was the Legislative chamber, and not a political meeting. Mr. McBride had been out of order for over two hours and a half, and it was time that he should be called to order. He pointed out the rule governing language, accusations and dishonesty etc., and asked that Mr. McBride be ordered to withdraw his objectionable remarks.

Mr. McBride then naked over the correspondence produced before the Royal commission, and the negotiations for the sale of the E. & N. railway, endeavoring to deduce the fact that Hon. Mr. Dunsmuir had no desire, from beginning to end of the railway negotiations, other than to secure money for himself. He followed with a violent attack on the Premier, questioning his motives and accusing him of grave misconduct and incidentally slating the Attorney-General. He accused Mr. Martin with endorsing and supporting the agreement between the government and the Edmonton, Yukon & Pacific railway company.

Mr. Martin denied the statement.

Mr. McBride said he (Martin) had declined to oppose the agreement.

Mr. Martin—I did not, but I declined to defeat the government and put you in power.

Mr. McBride—Rather than see me in power the member for Vancouver would consent to give away the whole province.

Continuing his strictures, Mr. McBride repeated his charges against the Premier and the Attorney-General until called to order by the chair.

Professing to criticize the railway agreements, he went on to reiterate his charges. He spoke till 11 o'clock without having once touched upon the question before the committee, and then moved that the committee rise and report progress.

The House then adjourned.

TOO GREAT A RISK.

It is dangerous to neglect a simple case of itching piles as the trouble is likely to become chronic and develop into fatal incurable fistula or cancer of the rectum. A single application of Dr. Chase's Ointment will quickly relieve the itching and burning sensation, and a few boxes will cure any case of piles. This standard ointment has probably relieved more suffering than any preparation you can mention.

His Cousin Tom's Boy (from Montreal)—Uncle Abner, will you please put a point on these arrows? We're playin' buffalo hunting, an' they won't stick into the cow

Catarrh

The cause exists in the blood, in what causes inflammation of the mucous membrane.

It is therefore impossible to cure the disease by local applications.

It is positively dangerous to neglect it, because it always affects the stomach and deranges the general health, and is likely to develop into consumption.

Many have been radically and permanently cured by Hood's Sarsaparilla. It cleanses the blood and has a peculiar alterative and tonic effect. M. J. McDonald, Trenton, Ont., writes: "I had catarrh, my system was weak, blood was bad, and my liver torpid and inactive. I tried many medicines without benefit until I began taking Hood's Sarsaparilla. This medicine has completely cured me and I highly recommend it to all sufferers."

Hood's Sarsaparilla

Promises to cure and keeps the promise. It is better not to put off treatment—buy Hood's today.

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CHEAPEST AND MOST EFFECTIVE OF ALL STUMPING POWDERS. WE ARE SOLE MANUFACTURERS. WRITE FOR, OR CALL AND GET OUR LITTLE PAMPHLET, "HOW TO REMOVE STUMPS."

The Giant Powder Co., Con. 88½ Government St Victoria, B. C.

CANADIAN RAILS.

Saulte Ste. Marie, May 20.—The plant of the Algoma Steel company began continuous operations yesterday. It is stated that in July the output of the rail mill will reach 1,000 tons daily.

CZAR AND PRESIDENT.

Rulers of France and Russia Exchange Courtesies.

Peterhof, Russia, May 20.—The Imperial yacht Alexandra arrived here at noon from Cronstadt. President Loubet led the way ashore and shook hands with the assembled Grand Dukes and officials. The President and the Czar then entered a carriage and were driven to the railroad station, and proceeded on the Imperial train to Tsarskoe-Selo. The President's reception everywhere was markedly warm.

President Loubet visited Their Majesties at the Alexandrowsky palace, and conversed with them for a quarter of an hour. The Czarina showed herself very gracious to the President of France. She referred to the pleasure her visit at Compiegne, France, had afforded her, and presented the ladies of her suite to President Loubet. The Czar also introduced the Russian court officials to

When the Bowels Are Constipated

Health Cannot Be Good—Digestion and Other Bodily Functions Cannot Be Properly Performed—Dr. Chase's Kidney-Liver Pills.

The character of food, sedentary habits, and neglecting the calls of nature may be set down as the usual causes of constipation. The accompanying derangements are indigestion, dyspesia, stomach troubles, liver and kidney diseases and an endless amount of pain and suffering. Poisonous impurities, when left in the blood, are bound to find lodgment in some weak spot of the system, and the result is disease of the most deadly nature.

It is a serious matter to neglect constipation. You may do so for a time, only to find that your health has been undermined by bodily derangements of the most fatal kind. You should have a movement of the bowels every day. To accomplish this, avoid concentrated foods, use vegetables and fruits freely, and take one of Dr. Chase's Kidney-Liver Pills before retiring, two or three nights a week, or oftener, if required.

Chase's Kidney-Liver Pills are not an ordinary cathartic. They have a specific and combined action on the kidneys, liver and bowels, and consequently cure constipation and the accompanying derangements thoroughly and well, by removing the causes. For the information of those who are not yet familiar with the peculiar merits of Dr. Chase's Kidney-Liver Pills, we might add that they are purely vegetable in composition, pleasant and natural in action, and remarkably prompt and far-reaching in effect, and in the most serious and chronic cases of constipation, kidney and liver diseases.

Persons with weak kidneys are peculiarly susceptible to sudden change of temperature, and for this reason need to be on a sharp lookout during the fall and winter seasons, lest the cold settle on these filtering organs and bring on Bright's disease of the kidneys, by far the most painful and fatal of diseases. Scores and hundreds of people make a practice of keeping Dr. Chase's Kidney-Liver Pills in the house, and take one whenever the symptoms of constipation and kidney derangement make themselves known. Scanty, high-colored urine, painful urination, and pain in the back and limbs are the danger signals of kidney disease.

Whatever else you may neglect, do not overlook the importance of keeping the bowels, the kidneys and liver in healthful, vigorous action. There is no surer way of avoiding serious disease and prolonging life, and the evidence of the people of this country seems to prove conclusively that by far the most effective treatment in bringing about these results is the use of Dr. Chase's Kidney-Liver Pills, one pill a dose; 25 cents a box: at all dealers, or Edmanson, Bates & Co., Toronto.

MINELRA ACT, 1896.

CERTIFICATE OF IMPROVEMENTS.

Notice.

Monitor No. 1, Monitor No. 1 Fractional, Monitor No. 2, Mineral Claims, situate in the Alberni Mining Division of Clayoquot District.

Where located: Near Handy Creek, on Alberni Canal.

Take notice that we, The Monitor Copper Mining Co., Free Miner's Certificate No. B54358, 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 claim.

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

Dated this 14th day of May A. D., 1902.

MONITOR COPPER MINING CO.,
E. A. L. WALD, Agt.

MINERAL ACT.

Certificate of Improvements.

Notice.

Sullins Mineral Claim, situate in the Victoria Mining Division. Where located: On Mount Brenton, about 10 miles west of the E. & N. Railway.

Take notice that we, Lewis W. Sullins, F.M.C. B60779, and Charles V. Brown, Free Miner's Certificate No. 63678, 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 claim.

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

Dated this Twenty-fifth day of March, 1902.

MONITOR COPPER MINING CO.,
E. A. L. WALD, Agt.

MINERAL ACT.

Certificate of Improvements.

NOTICE.

"Red Gulch," "Queen," "Red Bluff," "Bell Helen," "Blue Stone" mineral claims. Situate in the Skeena Mining Division of Coast District.

Where located: On Red Gulch Creek, Oxtail (Ec stall?) Valley.

Take notice that The British Columbia Pyrites Company, Limited, Free Miner's Certificate B52977, 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 claim.

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

Dated this 15th day of April, A. D., 1902.

THE BRITISH COLUMBIA PYRITES COMPANY, LIMITED.
(Per Robert H. Swinerton, Secretary.)

NOTICE.

STAR MINERAL CLAIM.

Situate in the Victoria Mining Division of Malahat District, and located on Mount Malahat.

Take notice that I, Mary Palmer, Free Miners' Certificate number 65862I, 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 claim.

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

Dated this 13th day of March, 1902.

MARY PALMER.
By P. J. Pearson, Agent for Applicant.

Land Registry Act.

In the matter of an application for a duplicate of the Certificate of Title to Lot Eight (8) of sub-division of Lots Ten (10), Eleven (11), Twelve (12), Sixteen (16), Seventeen (17) and Eighteen (18), Block D, Constance Cove Farm, District of Esquimalt, (Map 276.)

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 Charles Bishop Lunes, on the 20th day of July, 1892, and numbered 14369a.

S. Y. WOOTTON,
Registrar-General.

Land Registry Office, Victoria, B. C., 14th day of May, 1902.

"McKINLEY" AND "LAURIER" MINERAL CLAIMS.

Situate near Kitselas Canyon, on Skeena River, in the Skeena Mining Division of Cassiar District.

Take notice that I, Patrick Hickey, Free Miner's Certificate No. B56544, for myself and as agent for Helen Flewin, Free Miner's Certificate No. B56518; Donald A. Robertson, Free Miner's Certificate No. B56551; George Rudge, Free Miner's Certificate No. B56550; and Edward Donehue, Free Miner's Certificate No. B56542, 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 Certificates of Improvements.

Dated 20th day of March, 1902.

P. HICKEY.

"FOUR ACE" AND "GOLCONDA" MINERAL CLAIMS.

Situate at Kitselas Canyon, on Skeena River, in the Skeena Mining Division of Cassiar District.

Take notice that I, Patrick Hicker, Free Miner's Certificate No. B56544, for myself, and as agent for Helen Flewin, Free Miner's Certificate No. B56518, and Donald A. Robertson, Free Miner's Certificate No. B56551, intend, 60 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 certificates of Improvements.

Dated 20th day of March, 1902.

P. HICKEY.

B.C. STEAM DYE WORKS.

141 Yates Street, Victoria.

household furnishings cleaned, dyed or pressed equal to new. Ladies' and Gents' garments and

FOR SALE.

Four roller, two revolution Campbell Printing Press, size of bed 37x52, in good condition. Must be sold to make room for new machinery.

APPLY

THE COLONIST.

APIOL & STEEL PILLS for Ladies

A REMEDY FOR IRREGULARITIES. Superseding Bitter Apple, Pil Cochia, Pennyroyal, etc.

Order of all Chemists, or post free for $1.20 from EVANS & SONS, Ltd., Victoria, B. C.

Martin Pharmaceutical Chemist, Southampton.

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John Jameson & Son" Ltd.

ANOTHER POINT.

It costs no more to finish a good skirt with "Cortelli Skirt Protector," that will outwear the skirt, than to "reline" the garment several times with cheap "bindings."

"Cortelli Protector" is always in place, easily put on, looks well, can be got to match any shade, will not chafe fine shoes, will not shrink, sheds dust and dries quickly when wet.

Sewed on flat, not turned over edge.

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Is worth seeing and worth buying. We provide goods that you can use with satisfaction. Look them over, select what you require and we will guarantee that the articles you buy will be the best value you ever received.

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Has advanced, but for a short time we will sell Ogilvie's Hungarian at $1.25 a sack. Don't miss this offer.

B. C. Granulated Sugar, 21 lbs. $1.00
B. C. Granulated Sugar, 100 lb. sack.. 4.75
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B. C. Yellow Sugar, 100 lb. sack 4.00

These prices are for this week only—so now is the time to buy your preserving sugar.

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Lawn Mowers and Poultry Netting
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Headquarters for White Canvas Boots and Shoes; also a large stock of Lacrosse Shoes for the holidays.

85 Douglas Street
ODDFELLOWS BLOCK.
JAS. MAYNARD

Notice is hereby given that two months after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase 640 acres of land in the Renfrew Division of the Victoria District, situated at the N. W. corner of San Juan Harbor, commencing at a post marked H. E. Newton's N. E. corner, thence west 100 chains; thence south to a point on the harbor; thence following the coast in an easterly direction to a post marked H. E. Newton's S. E. corner.

H. E. NEWTON.

Victoria, B. C., May 6th, 1902.

Notice is hereby given that two months after date I intend to make application to the Chief Commissioner of Lands and Works, Victoria, B. C., for permission to purchase 320 acres of land, described as follows: Commencing at a post, marked "H. C. Wrinch, southwest corner post," situated at the foot of a little mountain on W. J. Larkworthy's eastern boundary, half a mile east of the Hazelton Indian Reserve; thence north 40 chains; thence east 80 chains to a point on the line of, or in line with, the western boundary of the government special reserve; thence south 40 chains; thence west 80 chains to the point of commencement. Dated this 16th day of March, 1902. H. C. WRINCH.

STRAW HATS HALF PRICE

FOR THIS WEEK ONLY.

B. WILLIAMS & COMPANY, - - 68-70 YATES STREET.