Railway to End of Island

Interesting Session of the Victoria Committee Yesterday Afternoon.

Submission of a Proposition Which Outlines a Route.

There were very few absentees at the meeting yesterday afternoon in the City hall of the members of the Victoria committee, to whom was entrusted the task, by a mass meeting of citizens, of preparing some definite plan of action calculated to foster and bring to a successful conclusion the agitation for the construction of a line of railway to the Northern end of Vancouver Island. The meeting opened at 4.30, and continued until 6 o'clock, the greatest interest and enthusiasm being manifested in the proceedings, which at times were of a very lively character. As a result of the meeting a sub-committee—the personnel of which will be announced later—was appointed to interview the directors of the E. & N. railway company, look into the merits of a paper on Island development by means of a railway submitted by O. H. Lugrin, and attend to such other matters as will further the aims of the general committee.

His Worship Mayor McCandless presided, and there were also present Lawrence Goodacre, A. J. Morley, P. R. Brown, Thos. Earle, M. P., Hon. J. S. Helmcken, H. D. Helmcken, K. C., M. P. P., D. R. Ker, Steve Jones, John Jardine, J. L. Beckwith, Henry Saunders, Simon Leiser, D. W. Higgins, C. H. Lugrin, Rev. E. P. Rowe, T. W. Paterson, Ald. Yates, A. E. McPhillips, M. P. P., Dennis Harris, C. E., John Nelson, Richard Hall, M. P. P., W. A. Robertson, Charles F. Todd, Dr. Milne, A. L. Belyea, K. C., and Capt. John Irving.

On motion of Mr. Higgins, Mr. Beckwith was appointed secretary of the meeting.

On the meeting being called to order Mr. Lugrin explained that he had prepared something to lay before the meeting with the object of facilitating the effort to get down to a definite line of action. All agreed that it was of the highest importance that some definite scheme should be considered at the earliest possible moment. He then read the following, which, he explained, if it met with the approval of the committee might take the form of a recommendation from the committee to subsequent mass meetings of the citizens:

That the development of Vancouver Island can be most advantageously promoted by the construction of a line of railway that shall be independent of all other railway companies.

That in view of the fact that the constructions of a line of railway will adequately serve the desired purpose can not be brought about without assistance from the public, it is desirable that as large a measure of control as possible should be reserved by the public.

That inasmuch as government ownership of such a railway, however desirable it might be, is impossible at the present time; the interests of the public ought to be safeguarded by the association of the several Island municipalities in their corporate capacity with the undertaking.

That in the opinion of your committee the line that will be most advantageous for the present and future interests of the Island ought to be located as follows:

From Victoria to a point at or near the mouth of the Cowichan river by way of the valley of that river and Cowichan lake to Alberni Canal by the most direct and feasible route; thence by the most direct route to the town of Cumberland; thence by way of the Courtenay river to the mouth of the Campbell river; thence by the line surveyed by J. H. Gray to Muchalat lake, or by a route lying west of Crown mountain to a point at or near Muchalat lake; thence by way of the Klanche river and Kazmitzen lake to the outlet of the lake; thence by the most direct feasible route to Rupert Arm, Quatsino Sound; thence to Hardy Bay, with a branch line from some convenient point at or South of Alberni to the city of Nanaimo.

That the company incorporated to construct the said line should have power to build branch lines wherever necessary for the proper development of the Island.

That the City Council of Victoria be asked to place the sum of $250 at the disposal of this committee to meet preliminary expenses.

That the nucleus of a company should at once be formed and the necessary notice of application for legislation should be given, and that for this purpose a committee of 10 citizens of Victoria be appointed to instruct a solicitor to give the requisite notice.

That the municipalities of Victoria and Nanaimo and all other public corporate bodies on Vancouver Island be invited to become incorporators of the proposed company.

That the general public be invited to become incorporators of the proposed company.

That as soon as the preliminary steps have been taken the Dominion and provincial governments be advised that application for government assistance.

That a fund be raised by subscription among the proposed incorporators to pay preliminary expenses and for an engineer's report upon the proposed route and for other incidental preliminary expenses.

Turning to the map showing the proposed line as surveyed by Mr. Gray, C. E., a number of years ago, Mr. Lugrin explained that the route which is described North of Comox was practically the same as that recommended by Mr. Gray. He had prepared the paper for the purpose of laying it on the table as a basis for discussion.

Mr. Higgins inquired if the route Mr. Lugrin had mapped out would run entirely through public land? If not, what did Mr. Lugrin propose to do?

Mr. Lugrin—Why, get the right-of-way of course.

Mr. Higgins—Would you propose buying it?

Mr. Lugrin—No.

Hon. J. S. Helmcken next addressed the committee. The scheme under discussion was one, as everyone knew, in which he had for many years taken a great deal of interest. He agreed with Mr. Lugrin on the main points of his suggestions. The great question before the people of Victoria today was how was she to be made prosperous. The opening up of the Island by means of a railway would answer that question, and it would also make the whole Island prosperous. He considered the most important point in connection with Island railway extension was to get a direct line to Alberni. As soon as that point was reached you would tap the trade of Barkley Sound, and get access at once to the Pacific Ocean. If this were not done in any scheme which might be decided upon, he feared that they would find that Vancouver would capture the trade of the West Coast. They were all selfish, and it was to be feared that as soon as a direct route to Alberni was proposed obstacles would be placed in the way of the scheme by the people who had small interests which they were desirous of protecting. In the legislature the same spirit would be manifested—it was a case of constituency first and country afterwards. If the line were to be run from Cowichan to Alberni they would speedily get beyond the E. & N. boundary, but if the other route were followed, that along the East Coast, they would find themselves under the thumb of the E. & N.

He thought Victoria should go in for a direct road to the West Coast—and the way to do that was by way of Cowichan lake to Alberni canal. If they examined the map they would find that it was only a comparatively short distance. He recognized that there was many difficulties in the way of the success of the project. A matter much to be regretted at this time was the lamentable absence of any definite information regarding the route from Alberni to the North end of the Island. He understood of course that it was perfectly feasible to build the road, but they must get definite information. Perhaps the Government might undertake the work, but some one must establish the real practicability of the route.

If the road went to Alberni and along the West Coast it would reach Quatsino Sound; at 10 miles from that point on the East Coast was Hardy Bay; at Shushartie Bay was also only a short distance to the Northward. By having a road which would touch those points they would have a line which would control absolutely the traffic to the North end of the Island. That point ought to be considered. If the East Coast were followed the trade of the Island might slip away to rival cities. Today you could not send goods to Nanaimo from Victoria as cheaply as the Vancouver merchants could send them to that point. From this, he argued, it was clear that if Victoria merchants could not send goods up a railway 60 miles on good business terms, they could not expect to do any better if they sent their goods 200 miles by a line of railway following the East Coast. It was not in his opinion feasible to build a line of railway along the East Coast as a business proposition—it was so easy to have disastrous steamer competition. What was a railway wanted at all for, if the East Coast ports could be served by steamers? This was the reason why the route should go more towards the West Coast.

It rested with the people of Victoria to say what could be done and should be done. If they wanted the railway they would have to fight for it and fight hard. (Applause.)

Mr. Higgins did not altogether like Mr. Lugrin's proposition—particularly the zig-zag phase of it.

Mr. Lugrin explained that it was not a zig-zag route in fact—he had used that phrase to indicate that it would touch important points on both Coasts. He would like to alter his proposition to read that the line should run to the Westward of Crown mountain. His object in making the draft scheme was to attempt to elicit if the people wanted an independent system and would the committee favor the idea of municipal ownership.

Mr. Ker wanted to know where it was proposed to get the money to finance such a large scheme?

Mr. Lugrin replied that that of course was an important consideration, but he could inform Mr Ker that he had seen smaller meetings than the present one take action which had ultimately resulted in the building of several hundred miles of railway. He thought the present agitation was one aiming at a citizen's movement for the securing and building of the line. He had been informed on his way to the meeting that the Port Townsend Call printed a story to the effect that the Southern Pacific railway was behind this movement. He had no reason to believe that such was the case, and did not think there was a grain of truth in the story. As far as he himself was concerned he could say that he was not speaking on behalf of anyone connected with any railway scheme, had not one dollar of interest in the matter, nor did he stand to make one dollar directly or indirectly from the movement. He was prepared, notwithstanding, to contribute to the extent his means would permit, towards the furtherance of the enterprise.

Ald. Yates thought that Mr. Ker had asked a most pertinent question—how were they to get the funds? He, presonally, was in favor of government ownership of the road. And he looked upon the present as the only chance the people would have of getting the government to take it up as a provincial enterprise. If the government could be induced to build it, it would, he believed, be the key to the transporation system of the North Pacific Coast. All the great railways—North and South—would run over it. He recognized that the existence of the E. & N. railway was an obstacle in the way. But perhaps that could be acquired by the government, also the right of way overland which was also owned by the E. & N. company, as it would be enhancing the value of it. He did not think that the route spoken of by H. D. Helmcken was one leading to Victoria's advantage. Vancouver was situated directly opposite Alberni in a straight line, and the C. P. R. would acquire the road and have a straight shoot to Alberni and the trade of the West Coast. All the great trans-continental lines were trying to get as far West as possible.

Mr. H. D. Helmcken said the scheme of Mr. Lugrin was one which required a great deal of careful consideration, and he thought it would be well if it were referred to a special committee who could report on it to a subsequent meeting of the general committee. It was important that Nanaimo, Ladysmith and other points up the line should be kept in close touch with all that was done, therefore their opinions should be obtained. The utmost care should be exercised in anything done by the committee. He also favored the appointment of other sub-committees — on legislation, statistics and finance. A committee also, he thought, should be appointed to wait upon the E. & N. railway people to ascertain to what extent they would be willing to co-operate in the movement for the building of a line to the North end of the Island.

Mr. Morley thought that they should leave out of consideration the question of the bearing of trans-continental railway systems upon the island, and discuss only the question of Island development by means of a railway system of its own. The road should be built, but only in order to conserve the interests of every part of the Island. He favored arranging for a conference at an early date, of all who have interests in any part of the Island.

Mr. Leiser seconded the resolution of Mr. Helmcken, calling for the appointment of a committee to look into the merits of Mr. Lugrin's proposition.

Mr. Belyea thought that the very first thing which was to be done was to find out what was the attitude of the E. & N. Railway company. That was the starting point. If they were going to have a line which was part of the E. & N. they ought to know it, and know it at once. He thought it would be a great misfortune to the people if in order to get the road they had to give away another one-third of the Island. Should such a contingency be possible he would be in favor—for once in his life—of having government ownership.

Mr. Leiser said he was distinctly in favor of the extension of the E. & N. railway from its present terminus at Wellington. If that was not determined on in any scheme which might be advanced, they could count upon the opposition of Nanaimo, Ladysmith and other points up the line. He favored interviewing Mr. Dunsmuir to see what could be done. That was the proper way to go about it. There was no reason to raise the cry of Vancouver capturing the trade—that matter would be attended to.

Mr. Morley thought that Mr. Leiser took rather a narrow view of the situation. There might be many Nanaimos on the West Coast before long.

Mr. Ker was of the opinion that the development of Vancouver Island would come in the natural course of events. Millions of dollars for a railway scheme were not raised in a moment. It was not beyond the bounds of possibility that Victoria would soon be in an excellent position, as the terminus of a trans-continental system. He said this early advisedly. It was quite likely that at an early date the E. & N. would be part of a trans-continental system. He could go further and say that a portion of that line via Bute Inlet would be constructed today if certain members of the Legislature had not opposed the passage of the bill through the House. The contract for the road was in the city with instructions to go ahead with the work, and the banks of the city had instructions to furnish capital for the enterprise to the extent of a million and a half of money. But that was as far as it went; and he was very sorry that the scheme was burked largely owing to the attitude of a member who represented the city of Victoria. The government had to withdraw the bill. What would have followed if the bill had gone through? The Canadian Northern would have come to Victoria via Bute Inlet, and there was no doubt whatever that ultimately the road would have gone to the North End of the Island. He deprecated unduly exciting the people about a railway to the North end of the Island at the present time when there was really nothing definite under way at all. The whole thing was palmably too visionary. People would say: "There is Victoria again—dreaming of a balloon line."

Mr. McPhillips did not think that the object for which the committee had assembled was to discuss debatable questions. Mr. Ker had, of course, large interests in the city, and his views were entitled to be received with respect, but the history of events had justified his (the speaker's) attitude in the House in respect to the Canadian Northern contract. What did they find today? What was it that the Grand Trunk railway proposed to do? He had seen Messrs Morse and Wainwright of the Grand Trunk during their visit to Victoria. They had previously proclaimed their intention of building to the Pacific Coast, subsidy or no subsidy, while the provincial government had proposed giving the Canadian Northern $10,000,000 in money and 121,000,000 acres of land! And yet the Canadian Northern only proposed to build a line up to the standard in running equipment by the C. P. R. as it was originally built. He was prepared at all times to deal with railway promoters as business men, and was willing to advance any legitimate railway scheme in every possible way. But he was amazed at the suggestion that the people of the Island should go to Mr. Dunsmuir in the role of petitioners. Such a policy was a retrogressive one. The people should be more independent and get above such tactics. Why should they always have to go to Mr. Dunsmuir if they wanted anything? If they had what they believed to be a good business proposition they would get the money for it in the markets of the world. They could get millions for bona fide enterprises, and he cited what had been done in connection with the formation of such companies as the B. C. Electric Railway Co., and the Vancouver Power & Light Co.—enterprises in which a million or more were invested. They did not need to go to Mr. Dunsmuir as petitioners. They should instead go to the financial centres of the world. This disposition to always prostrate themselves before Mr. Dunsmuir he characterized as a "throttling octopus" on enterprise. He would, of course, favor, in the railway way, the committee calling upon Mr. Dunsmuir and ascertaining his views upon the project.

Mr. Leiser—After what Mr. McPhillips has said I move that Mr. Dunsmuir's name be added to the committee.

Mr. Higgins—I think Mr. Dunsmuir should subscribe half the stock. (Laughter.)

Mr. Lugrin deprecated the suggestion that the committee should go to Mr. Dunsmuir at all.

On motion of Mr. Higgins it was decided to enlarge the committee by including the following: J. A. Mara, Alfred Huggett, E. V. Bodwell, K.C., James Dunsmuir, M. P. P., Dr. Lewis Hall, David Spencer, W. H. Bone, Messrs. Mowat & Wallace, Fred Carne, Harrie Ross, Johns Bros., Speed Bros., Dr. T. J. Jones, Henry Croft, Otto Wellier, R. Seabrook, C. J. V. Spratt, Senator Macdonald and the managers of all the banks.

Dr. Milne favored the committee waiting on Mr. Dunsmuir. It was desirable to work in unison with the interests on the Island.

Mr. Higgins — Let Mr. Dunsmuir wait upon us.

Mr. Ker—You had better understand the powerful influence of Mr. Dunsmuir.

Mr. Higgins—Let him come here and lay his views before the committee.

Dr. Milne—Mr. Higgins is getting excited. He needs air.

Mr. Todd—Mr. Dunsmuir will not disclose his private affairs before this committee.

On motion Dr. Milne was appointed to the office of chairman.

Mr. Morley proposed the following resolution, which was laid on the table for discussion at another time:

"That immediate steps be taken toward the formation of a Vancouver Island council, composed of representatives from each city, town, district and settlement on the Island, to be elected annually, and to sit in council not less than twice each year, for the purpose of furthering Island interests in all matters pertaining to transportation and other matters of development, and to bind together trade interests."

Mr. Jardine did not think that the committee should go into the proposition of Mr. Morley at this time. The committee had its hands full.

It was decided to leave the appointment of the sub-committee, as proposed by Mr. Helmcken, in the hands of Mayor McCandless, the vice-chairman and the secretary.

The meeting then adjourned.

Eruptions

Dry, moist, scaly tetter, all forms of eczema or salt rheum, pimples and other cutaneous eruptions proceed from humors, either inherited, or acquired through defective digestion and assimilation.

To treat these eruptions with drying medicines is dangerous.

The thing to do is to take

Hood's Sarsaparilla and Pills

Which thoroughly cleanse the blood, expelling all humors and building up the whole system. They cure.

"I was greatly troubled with small boils, caused by working among the oil at the refinery. Hood's Sarsaparilla was recommended to me as the best blood medicine obtainable. I began taking it, and though many other remedies had failed to benefit me, three bottles of Hood's fully and permanently cured me." ANGUS FISHER, Emeric St., Sarnia, Ont.

Hood's Sarsaparilla promises to cure and keeps the promise.

Just a Reminder

Lest You May Be Deceived by Dealers Who Offers Substitutes and Imitations of

Dr. Chase's SYRUP OF **Linseed and Turpentine**

Cough mixtures are legion. Nearly every dealer has some preparation of his own to offer.

Thorough cures for coughs and colds are rare, and when you find a medicine that you can rely on for such affections, as well as croup, whooping cough, bronchitis and asthma, you do well to stick to it.

Dr. Chase's Syrup of Linseed and Turpentine has by far the largest sale of any such remedy on the market, and as the demand increases by leaps and bounds every year we believe this is due to the peculiar merits of this preparation.

You only need to be reminded that it is sometimes necessary to insist on getting what you ask for. Dealers have other preparations of linseed and turpentine put up to look as nearly as possible like Dr. Chase's, and because of larger profits may try to induce you to buy the imitation.

There is one way to be sure, and that is by seeing the portrait and signature of Dr. Chase on the wrapper.

Do not be contented to take any preparation offered you because it is "only as good." Colds lead to the most fatal of diseases, and you cannot afford to take risks with new and untried treatments.

From childhood to old age, from the time when croup threatens the baby's life until the aged father or mother are victims of asthma, Dr. Chase's Syrup of Linseed and Turpentine is the most efficient treatment obtainable. 25 cents a bottle, at all dealers, or Edmanson, Bates & Co., Toronto.

Rebels Active In South China

They Have Armed Themselves With Quick Firing Guns and Rifles.

And a General Upheaval Throughout the Empire Is Threatened.

Steamer Shinano Maru, of the Nippon Yusen Kaisha line, which arrived yesterday from the Orient brought further news of the spread of the rebellion in South China, which after being dormant for months, broke out recently with a larger scope than before. The Hongkong press says that although officials withhold facts, the rebellion has assumed very serious dimensions. Latest advices from Canton state that all officials are at their wits end, and the despatch of troops to the borders of Kweichow is going on apace. On December 19 a battle was fought in which two hundred Imperial troops were killed by the rebels. All reports agree that the rebels sustained small loss. Orders have been received at the Arsenal in Canton to have in readiness as many rifles as possible, and manufacture of ammunition has increased. Two gunboats with four Mandarin junks in tow, all laden with troops, were despatched to the West river. The rebels have a powerful society which supports them in the heart of Canton. Canton correspondents also report that another rebellion has broken out in Fukien province. Letters received by Chinese firms there from Canton, state that Kwangsi province is on the verge of a huge rebellion. On December 23, advices were received to the effect that the Kwangsi rebels had effected a junction with the Wyai Chow rebels, and had entrenched themselves on the borders of Kwang Tung province. It is reported that over 30,000 men are under arms. They are divided (says the Hongkong Telegraph) into four sections, each under an able commander, and the whole army under one Tang, a former military graduate of Tientsin University, and who has seen active service in the China-Japan war. The rebels are reported to have amassed a large quantity of arms, besides rifles and quick-firing guns. Their avowed intention is to cross into Kwang-Tung province, effect the capture of Canton, thence on to Fukien province, secure Chou-Chou-foo, wend their way through Chi-Kiang province, and strike into the very heart of the capital, Pekin. It is currently reported that most of the rebel chiefs are reformers, and adherents of Kang Yu Wei, and Dr. Sun Yat Sen. Already a few towns along the borders of Kwang Tung province have felt the hands of the rebels. The old and infirm women, and children are made to look after the wants of the rebel army, whilst the young men are pressed into the service. Everything edible is commandeered, whilst any weapons found are collected. The authorities both in Kwang Si and Kwai Chow have repeatedly telegraphed direct to Canton and Pekin for reinforcements to check the advances of the rebels, but evidently aid is not at hand, for we learn that the various troops stationed in each province are unable to cope with their own internal affairs. It is generally believed that the uniting of the two rebel armies is a preliminary to a general upheaval throughout the Flowery Land. The authorities were not ignorant of the recent movements of the rebels, but apparently they did not consider the rebellion in the South as very important, with the result that suddenly they are called upon to face a big danger. As usual in such cases, the authorities in Canton, from the Acting Viceroy down to the least of the Yamen mandarins, are very reticent regarding the matter. There is, however, one fact to be remarked, that lately in Canton, the early closing of the City Gates by the authorities was only a plan to keep the populace from, as they assert, the robbers, but subsequent enquiries prove that the action so taken was to keep the spies of the rebels from entering the city after dusk. Events of a very grave nature are expected, and it is the general opinion among Chinese that before they enter upon the New Year, startling developments will take place throughout China.

That preparations are still going on for war in Southern China is shown by a despatch from Hongkong, which states that the suspicions of the British and other foreigners have been aroused by the excessive importations of lead at the port of Canton. During the last six months of 1902 the importations of lead have been 200 per cent. higher than in 1901. A junk has also been captured on the river with 200 rifles and 4,000 rounds of ammunition concealed on board, and there is a strong belief that the Boxers are securing much of the lead imported for use in fighting the Imperial troops at present, and Christians and foreigners later. It is reported that the foreigners who aim to modernize the empire are negotiating with the rebels in Southern China with the object of joining forces and overthrowing the present dynasty, which, so far as the Empress Dowager is concerned, is utterly hostile to reform.

SOME HISTORICAL FACTS

Which Show the Phenomenal Growth of Anheuser-Busch Brewing Association

The story of the success of the Anheuser-Busch Brewing Association practically begins with 1865, the year Mr. Adolphus Busch bought an interest in the concern which was then being conducted in a small and moderately paying way.

The concern was known at that time as E. Anheuser & Co. In 1873 it was incorporated under the name of E. Anheuser & Co.'s Brewing Association with Mr. E. Anheuser as President and Mr. Adolphus Busch as Secretary and General Manager. Upon the death of Mr. Anheuser in 1880, Mr. Busch succeeded to the Presidency, which position he still holds.

The Anheuser-Busch Brewing Association are the recognized pioneers in the bottled beer industry as they were the first to bottle beer for export, successfully.

Under Mr. Busch's skilful guidance the business developed phenomenally. Year after year it was necessary to add new and larger structures to keep pace with the ever-increasing sales, so that now the entire plant covers an area of about 125 acres (equal to 60 city blocks) and consists of a brew house of 6,000 barrels daily capacity, bottling works of 700,000 bottles daily capacity, ice plants of 650 tons daily capacity, malt houses of 4,500 bushels daily capacity, a cooling capacity of 2,650 tons per day, storage elevators for malt and barley of 1,250,000 bushels capacity, stock houses for lagering purposes of 425,000 barrels capacity, a power plant with 60,000 square feet of heating surface, equal to 7,750 horse power, of which 4,000 horse power are transferred to the electric power plant just completed, and is the largest and most complete plant of its kind of any private corporation in the country.

Besides the above, the Anheuser-Busch Brewing Association own and operate their own railroad, to connect with the terminals. Also tin, carpenter, wagon, paint, harness and cooper shops.

3,500 employees are engaged at the St. Louis plant. About 1,500 additional men are employed at the Association's forty-two branches in the principal cities of the Union.

The buildings are of most modern architecture and are built of red brick, trimmed with granite and white stone, and present most imposing picture.

Six guides are employed to take care of visitors and it is safe to say more people pass through this great plant than through any other establishment in the world.

These figures form an interesting record of growth: In 1865, 8,000 barrels were sold, and in 1901 the million barrel mark was passed, the sales for 1902 being 1,109,316 barrels, and by far exceeds the output of any other brewery.

The trade of the Anheuser-Busch Association is not confined to the United States or the American continent, but the famous "Budweiser," which is justly termed "The King of Bottled Beers" is well known to the civilized people throughout the entire world.

To Confer On Water Supply

Commissioner and Council Will Shortly Discuss Question of Improved Service.

Important Suggestions Which Have Been Prepared By Mr. Raymur.

At the suggestion of the Water Commissioner, a conference is to be arranged shortly between that official and the Mayor and Council for the purpose of arranging a line of action which will have for its object the betterment of the water service during the summer months to an extent which will provide an ample supply to the higher levels, and also for garden and lawn sprinkling throughout the city generally. The council of 1902 had been asked to take the matter up, but thought it well to refer it to their successors.

Mr. Raymur, the water commissioner, thus explains what are his ideas in respect to the improvement of the service:

"From all appearances there is an ample supply of water in the lakes for many years to come, but the means of conveying it to the city are being rapidly outgrown, and as the city extends this trouble will increase. To put the supply mains in condition to supply the city for many years to come would cost approximately $250,000. I append an estimate of how this money would be expended. This contemplates the laying of a 24-inch steel main from deep water in Elk lake to the corner of Douglas and Belleville streets, taking up the present 12-inch main and relaying it on Queen's avenue, from Douglas street, Cadboro Bay road and Menzies street, and raising the water in the lake five feet. Were this scheme carried out, a great part of the city supplied by pumping would be supplied by gravitation, leaving only the district bounded roughly by Fort, Richardson and Quadra streets, Chatham streets and Rockland avenue to be supplied by the pump; this district has under any conditions to be pumped to, many of the residences being above the level of the lake, the highest being Judge Martin's, 244 feet above sea level, or 64 feet above the level of the lake. I am afraid, however, that the money required is too much to be obtained at present. The question then naturally arises how to supply the high levels and give them as good a supply as possible at the minimum cost. In this connection I do not think that all those who live in that district meet the council quite fairly in this matter; a number of the houses are a long way from the road, and a considerable height above it, yet these places are supplied only with a half-inch pipe, the friction on which naturally diminishes the pressure, and very few of them are supplied with tanks of sufficient capacity to carry them over 24 hours. With all due respect to these people who have built their houses at such an elevation, it seems hardly fair to expect that they should be supplied with an equal pressure once a day and supplied during certain hours with water for sprinkling is, I submit, all that should be expected.

"A stand pipe on the highest point near Judge Martin's residence, although not very sightly, would give an ample and regular pressure all over the high-level district; such a stand-pipe, 100 feet high and 25 feet in diameter, with a capacity of 250,000 gallons, would cost, including an independent supply pipe, approximately $25,000, and would be supplied by the Yates street pump during the night time.

"There is still another alternative, which, judging from the articles and reports in the various technical magazines, is coming more and more into favor, namely, meters; I am confident that, were the whole town metered, the question of increased means of supply could be shelved for many years to come; and in most of the American cities this is the plan being followed, putting a comparatively small amount of money into meters, instead of a large amount into mains, and then have to come to the meters after all. With every service metered, each man only pays for what he gets, not, as under the "flat rate," the honest consumer paying for the dishonest one, and, if a lead-detector the meter is automatic, and one of the best results would be that plumbing would be of a better class, and all defects would be remedied at once. Under the flat rate system, unless absolutely enforced, the owners of particularly the cheaper class of houses care little or nothing how much water is wasted by defective plumbing; but when water wasted from this cause has to be paid for, it is a very different question. After the meters are installed the rates can be so adjusted that I am sure a larger revenue would be obtained, and no higher, if as high, rates charged than at present; under our present rate a four-roomed house would be allowed 3,500 gallons of water per month for 60 cents, all over that amount to be paid at the rate of 10 cents per 1,000 gallons. Surely 3,500 gallons per month is ample for a four-roomed house, and it is in the smallest houses that the greatest waste goes on, and it might be called a "legitimate" waste, for it occurs during the hours that sprinkling is allowed, and no one, unless they have carefully looked into the maeter, has any idea of the amount of water that is absolutely wasted; not only is the water so wasted doing no good, but the unfortunate neighbor living higher up is prevented from obtaining what is his right and due. There is no good reason why water should be the only commodity not sold by actual quantity; as one authority writing on the subject puts it, "the manner of attempting to set a price on a commodity the amount of which we are in ignorance of is about the hardest problem that can be placed before any water works superintendent. The fact is, we do not sell water, but lease the right to handle the faucet at the consumer's own sweet will." I trust that the council of 1903 will see its way to purchase 1,000 meters as a commencement, and unless the experience of every other city that has tried the same course is reversed, the effect will be surprising, and the good work will go on until the whole town is metered—an ideal state of affairs as far as the waterworks is concerned. There are at present installed 549 meters."

Mr. Raymur's estimated cost of improving the water service is as follows:

"Seven miles 24-inch steel main (3x16 inches) to be laid from deep water in Elk lake to the corner of Douglas and Belleville streets, $177,000; trenching, blasting, laying mains and filling trench, $20,000; lead, $5,700; fuel and hauling, $2,500; valves, flush valves, tees and crosses, $3,880; taking up 5¾ miles of 9-inch, 10-inch, 11-inch and 12-inch mains, hauling to shop and cleaning, $6,000; laying 12-inch main from Douglas street to Edmonton road, via Queen's avenue, North road and Clark street, $2,100; laying 12-inch main from corner of Douglas and Humboldt to corner of Cook street and Fairfield road, $2,500; laying 12-inch main from corner of Douglas and Belleville along Belleville to Menzies, and along Menzies to Dallas road, $2,300; laying 9-inch, 10-inch and 11-inch mains on Fort street, from Douglas to Cook, $2,000; laying 12-inch main on Cadboro Bay road, from Cook street to Rockland avenue, $3,000; taking up 6-inch main on Fort street and laying on Rockland avenue, $2,000; strengthening and raising dams in front of filter beds and on West side of lake, raising East Saanich road, and road and bridge at North end of lake, to raise the water in the lake five feet, $10,000; contingencies, engineering, laying lateral mains, etc., $11,020. Total, $250,000.

The Dairymen In Convention

Annual Meeting of Association At Westminster and Officers Elected.

Growing Importance of Butter Making Industry of the Province.

From Our Own Correspondent.

New Westminster, B. C., Jan. 28.—The annual meeting of the Dairymen's & Live Stock association of British Columbia, convened here today, with representatives present from the agricultural sections of the province, but only two from Vancouver Island. The reports of the officers showed that the past year's business had not been as extensive as before, but was satisfactorily conducted, five carloads of pure-bred stock being imported from Ontario and sold to farmers without loss.

President Wells of Chilliwack, in his annual address, briefly reviewed the operations of the past year. He suggested that stock importations had engrossed too much attention at the expense of dairying, which was one of the most important industries in the country. In seven years the manufacturers of creamery butter had risen from nil to seven hundred thousand pounds, and with the rising of the standard of quality, the price had also risen in proportion from 12½ to at least 25 cents per lb. He commended systematic inspection be made in this respect would be rigidly enforced.

A feature of Secretary Paisley's report was the reading of correspondence between him and the Dominion Government Commissioner Hodgson; and his comments thereon showed the Ottawa official in an unenviable position, and apparently jeopardizing the interests of British Columbia stockraisers by withholding the usual Government grant, and otherwise showing resentment at the association appointing Mr. Paisley as secretary last year.

These letters were freely discussed, and Reeve Ladner defied Mr. Hodgson to substantiate some of his written statements, while a committee was appointed to draft a memorial to enable Mr. Aulay Morrison, M. P., to have the whole matter threshed out on the floor of the House of Commons. It was decided that the next annual meeting be at Victoria, while the semi-annual one is fixed for Westminster. The following officers were elected:

President, A. C. Wells, Chilliwack.

Vice-President, W. P. Jaynes, Victoria.

Secretary—L. W. Paisley, Chilliwack.

DIRECTORS.

Lower Mainland—S. H. Shannon, Cloverdale; W. H. Ladner, Ladner; H. J. Kirkland, Westholm Island; Orien Bowman, Upper Sumas; T. J. Trapp, Westminster.

Vancouver Island—C. R. King, Victoria; Geo. Sangster, F. Turgoose, Saanich; J. P. Collins, Salt Spring; Major Mutter, Cowichan.

Interior—H. W. Raymer, Kelowna; Isaac Heard, D. Rabbit, Donald Grahafe, Armstrong; J. B. Graves, Nicola; Donald Matthewson, Salmon Arm.

F. Elworthy, Victoria, is auditor.

Resolutions of thanks were passed to the retiring officers and Hon. J. D. Prentice.

Deputy Fruit Inspector Cunningham brought on an interesting discussion of up-country affairs, particularly by a sweeping statement that live stock had greatly deteriorated of late years. This was successfully rebutted as a statement made after but a partial view of the question. During this discussion Deputy Minister Anderson stated that a band of five thousand wild horses was causing much annoyance in some sections. The new directors will map out the year's work.

The steel river steamer Beaver punctured her bottom on a snag in McDonald's Slough yesterday, but only one water tight compartment was affected. She will be laid up here a day for repairs.

A Swede fell off pier No. 5 of the Westminster bridge this morning, but was rescued.

THE YAQUIS AGAIN RISE

Indians Capture a Mining Town In Mexico After Sharp Fight.

Cananea, Mexico, Jan. 28.—The Yaquis have attacked the town of San Marcia, the mining centre of the state, and almost taken possession of it. The defenders of the city included more than 20 Americans, eight of whom were killed, among them McAllister, superintendent of the Puerto Citos mine; Frank Pennelman, formerly foreman of the same mine; Ed. Shutt and G. Carroll. It is asserted there were a number of Americans on the side of the Yaquis.

SILVER-LEAD PROTECTION.

Mr. Galligher Believes Industry Will Get It.

Winnipeg, Jan. 28.—(Special.)—Mr. W. A. Galliher, M. P. for Yale and Cariboo, is here on his return from Ottawa. Mr. Galliher in answer to a question as to the success of the recent delegation to Ottawa, said that the silver-lead mine owners are expecting that the government will do something to help them out, but of course will know nothing definite until the Minister of Finance brings down his budget, as it is entirely a matter of fiscal policy.

PAPAL CONSISTORY.

Eight or Ten Cardinals to Be Appointed Next Month.

Washington, D. C., Jan. 27.—Word has reached here from Rome that the next consistory probably will be held at the end of February, when the Pope will celebrate the attainment of the 25th anniversary of the Pontificate. The occasion, according to the best information obtainable in Rome, will mark the creation of eight or ten cardinals, all of whom, it is understood will be Italians, save one. The exception, it is said, is a German prelate, possibly the head of the Strasburg diocese.

CHICAGO MARKET.

Chicago, Jan. 27.—The following were the closing prices of futures on the Exchange today: Wheat, 79¾; July, 74⅝. Corn, Jan., 45⅝; May, 44¼; July, 43¾; Sept., 43. Oats, J[illegible] May, 35¾; July, 32½.

Witchcraft At Haines

Wild Indians Prevented From Slaying a Boy By Freezing.

Salvation Army Captain Rushes to the Rescue and Saves Victim.

Steamer Amur, which returned from Skagway yesterday afternoon, brought word from Haines that witchcraft among the Klukwan Indians broke out last week, and but for the timely arrival of a former Skagway woman among the tribe one Indian would have met a horrible death.

The death penalty had been passed, says the Skagway Alaskan, the victim led to a secluded spot on the bank of the Chilcat river and tied firmly to a fir tree. Much of his clothing had been removed and the Indians had just finished their wild orgies and were leaving their victim to freeze to death, when the arrival of a woman prevented a dastardly crime from resulting.

The story as brought up from Haines was to the effect that an Indian boy by the name of Kluckie had earned the displeasure of several influential Indians. Witchcraft was the cry among the tribe, and the boy was sentenced to death by freezing.

For some weeks the Salvation Army has been holding services. The Indians were becoming wildly religious. A witchcraft episode seems to occur every year. Kluckie was the victim this time. The spite of all the Indians for every imaginable wrong done to them by any one was wreaked on poor Kluckie. He was taken up the river and tied to a tree, and was just about to be left to the mercies of the cold when Capt. Long, formerly head of the Salvation Army in this city, learned of the affair and rushed to the scene of excitement.

She, so the story goes, prevented further disorder and succeeded in liberating the boy. But the end is not yet. Kluckie was nearly killed last year for witchcraft and the tribe say he is a bad boy and that they will get away with him yet.

A despatch from Dawson, under last Tuesday's date, says Grimsley, a convict in the Yukon Territory penitentiary, escaped several days ago and searching parties of the police have been out in all directions in an endeavor to run him down. Two constables took what they believed to be his track and followed it to a deserted cabin on the Forty-Mile trail. He was within and was taken completely by surprise and before he could act.

The Russian holiday festivities at Sitka and in all the Russian settlements of Alaska have now been in progress for a week, and there will be a week more of constant celebrating before things will quiet down among these jolly people. All sorts of quaint practices are in vogue among the pioneers of Alaska at this period of the year. A day is devoted to general and promiscuous kissing, a night to serenading, several nights to the illuminating of the houses and every day to services in the churches and to religious processions.

Another gusher has been struck in the conglomerate district. Capt. Taylor and party were prospecting with a diamond drill. At 250 feet a splendid flow of water was struck, which, it is said, may rival the Eldorado gusher.

The gusher on Eldorado is causing much damage. It was thought to have been securely capped, but it is again throwing out water. The creek for over a mile below is now a solid mass of ice, cabins are being covered and mining plants damaged. Work has been suspended in the vicinity. The people of Grand Forks, a quarter of a mile below, are becoming alarmed, as the glacier is already near the fire department headquarters, and the social hall is surrounded by ice. Many people have had to leave their cabins. If it is not stopped soon the damage will be great.

Reverted claims on the Matson and Doyle concession will be thrown open to miners for re-occupation February 25.

Fournier's confession, giving an account of the triple murder, was received with much satisfaction. It was left with his attorney and made public after the execution. Fournier killed Bouthillette and Labelle killed Beudoin and Constantine. It agreed in every way with the theory worked out by the police.

Morris Lassen, a prospector of Dawson, accidentally shot himself near Forty Mile while out hunting. He died five hours after.

Prices are steadily advancing in Dawson. Bacon is 42 cents wholesale, eggs, $25, potatoes 10 cents, butter 55 cents, lard 32 cents. There is said to be only ten tons of bacon in Dawson, while at this time last year there were ten times as much.

Fares are still down on mail stages between Dawson and White Horse. Fifty dollars each way is the rate now quoted.

The remains of Edward Ayres are being taken 500 miles by sleigh over snow and ice to the Coast, to be sent to his old home in Talulu, Ill., for burial. Ayres died last fall while in the wilderness between Stewart river and Duncan creek. He was on his way to Duncan to take charge of a store for the winter. He was 26 years old,