

The Colonist.

MONDAY, MAY 8, 1899.

THE PACIFIC CABLE.

The important statement comes from Ottawa, and is confirmed by Premier Seale, that the British Columbia government have offered to bear one-ninth of the cost of the Pacific cable. The offer will require legislation to give it any legal value and make it binding upon the province; but the Colonist thinks itself safe in promising on behalf of the Opposition that such a measure will be unopposed. We congratulate Mr. Seale and his colleagues upon their prompt and patriotic course.

AN APPEAL TO THE PRESS.

British Columbia occupies the third place among the provinces in the magnitude of its trade and in its contribution to the revenue of the Dominion. In population it is in the sixth place. Its per capita payment to the federal exchequer is far beyond that of any other province. The proportion is in the ratio of \$2.50 per capita in British Columbia, and \$1 per capita in the rest of the Dominion. The excess of federal expenditure in this province, inclusive of its pro rata share of the expense of maintaining the general government, is greater per capita of the population of the province than are the gross per capita contributions of the people of any of the other provinces. In view of these considerations, the Colonist appeals to the newspaper press of British Columbia to join with it in a respectful presentation of the claims of the province to more equitable treatment at the hands of parliament and the government than it now enjoys. In making this appeal, the Colonist asks that its contemporaries will bear in mind the very important consideration that all experience demonstrates the profitability from a revenue standpoint of developing the province. It will pay Canada to expend liberally for this object, for the increased revenue will repay any outlay in a very short time.

We shall not enlarge upon this theme at present, preferring to leave the field open for treatment by others, but we shall take great pleasure in reproducing the claims and arguments advanced by our contemporaries and supplementing them, if possible, by suggestions of our own. Our desire is to secure a united expression of opinion, to be laid before the government and parliament, so as to strengthen the hands of our representatives in pressing the claims of the province for consideration in connection with such plans for expenditure in development works as will be laid before parliament at the present session, as foreshadowed by Sir Wilfrid Laurier in his recent announcement to the House of Commons. We are impressed that the time is ripe for a strong presentation of the claims of British Columbia, and we most respectfully and cordially invite our contemporaries to join in making it. Perhaps the fact that the Colonist is the oldest paper in the province will be accepted as a sufficient reason for its venturing to extend this invitation.

We desire to assure our contemporaries that the Colonist has no ulterior political motive in making this request, but that it will use its best efforts to prevent politics from being drawn into the proposed movement. The appeal is directed neither to Conservatives nor to Liberals, but to the people of this grand province, whose development means so much, not only for them but for the whole Dominion. Let us for a time lay aside party politics, let us stand up shoulder to shoulder in a solid phalanx as champions of our own interests. If we speak as with one voice, we shall make ourselves heard, and once our voice is heard, the reasonableness of our claim, its justice to us as a province, its wisdom when regarded from a broad Canadian standpoint will force themselves home upon the people of the whole Dominion. The people everywhere will see that their interests and ours are identical, that what seems at first sight to be specially and directly for the benefit of British Columbians is of equal, though possibly at the outset of less direct, advantage to our common country. Certain things have recently appeared in print indicating that the present cabinet is not indisposed to recognize the importance of developing this province. We should do what in us lies to strengthen that disposition. We should show to the people of Canada that those who have applied Emerson's expression to this province and told them that "British Columbia is only another name for Opportunity" were wholly right, and that by no one is this more appreciated than by the Colonist. We have little doubt about this appeal being received in the spirit in which it is made, and that the result will be such an expression of opinion as has never yet been presented to the people of Canada of the claims and the expectations of the people of British Columbia.

CONNECTION WITH THE C. P. R.

No doubt the sub-committee has good reasons for withholding Mr. Dunsen's proposal regarding connection with Vancouver until after they have another opportunity of consulting him. The slight delay caused thereby is immaterial, and another conference may facilitate the discussion of the details. It is per-

haps as well to say that, although Mr. Dunsen is president of the Colonist Printing & Publishing Company, he has not taken this paper into his confidence in this matter. We know no more about the proposal than the general public, and in discussing it wish to be understood as speaking from a wholly independent standpoint. The question is one of vital importance to Victoria, and we do not propose to be restricted in considering it because some people choose to think that the Colonist is the exponent of Mr. Dunsen's views. We will add once for all that Mr. Dunsen is not responsible for any views that have been advanced in this paper on the subject of connection with the Mainland either of the state of Washington or British Columbia, and that what shall be said on the subject hereafter must be understood as a bona fide effort to consider the question from a public point of view.

We believe that in course of time such a connection as it is proposed to establish with Vancouver would prove profitable to its owner. It will never be very profitable, because the same rates must be quoted to and from Victoria as to and from Vancouver; but it is reasonable to suppose that it will pay, just as the C. P. N. service between the two cities pays. The direct profit must necessarily be some distance in the future, for we know that it does not pay the C. P. N. Co. to keep the Islander on the Vancouver run. It must be conceded that business would develop more rapidly over the ferry than by way of the C. P. N. steamers, but how much more rapidly is an open question. There would certainly be for some time a loss on operating the service, that is a loss to the persons operating it, although there would be a distinct gain to the people of this city from the day the profit to the city would begin on the day work was begun on the terminals here. The project is, one, therefore, which means immediate advantage to the city, and temporary loss to those operating it. The advantage to the city would be such that every person, whether he owns a dollar's worth of property here or not, could afford to pay something for it.

No reasonable man can say that the establishment and maintenance of such a connection is attractive as a business enterprise. We do not suppose that any capitalist could be found, who could be persuaded that it would be a wise thing to invest the cost of such a ferry and the deficit on its operation at the beginning, on the chance of making a profit later. With some little knowledge of the attitude taken by capitalists towards transportation propositions, we feel very sure that search for one to undertake such an enterprise without aid from any source would be fruitless. It is perfectly folly to say, as some do: "So-and-so has the money, why does he not put it on the ferry?" We can suggest several combinations of Victoria people who could personally raise money enough to put on the ferry, but we would be very slow about urging them to do so as a business speculation. No one expects them to do so. To enlist the necessary private capital in such an enterprise, some inducements of a financial character must be offered, the risk must be divided between those who will reap the immediate and greater advantage and those who ultimately will get what profit there may be in operating the ferry.

The interests of all the people of Victoria in this matter are greater than those of any one person, no matter how extensive that one person's property holdings here may be. Hence the sub-committee in asking Mr. Dunsen for a proposition took the right course. They recognized that the first step in a matter of this kind must come from the citizens generally. In complying with their request, Mr. Dunsen is dealing with a matter to which he has given a great deal of consideration, and the terms upon which he is prepared to provide the desired service may be regarded as the result of a thorough knowledge of the situation. It is for the benefit of the citizens to say whether they think the service is worth having upon such terms. The responsibility rests wholly with them. We have made these remarks with the object of clearing the ground for the discussion of the terms when they have been formally made public.

THE MACDONALD EXPEDITION.

It will be recalled that at the time Kitchener was marching up the Nile, there was much speculation as to the probability of Col. Macdonald co-operating with him. Col. Macdonald was before last set out from Montreal to the Victoria Nyanza, and south of Abyssinia. His exact destination was not disclosed, but he was looked for at any time last spring upon the head waters of the Nile and as likely to cut off the possible retreat of the Khalifa to the southward. Nothing definite was heard from him for nearly a year, but in March last he returned to Mombassa and reported a very successful expedition. He explored a large area of country hitherto unknown even in an indefinite way to white people, and reports that a very considerable portion of it consists of a high class grassy tableland, intersected with mountain ranges, the whole region being very healthy and admirably adapted for the support of population. As a rule the natives were friendly, but the Nakviri tribe, who were at first inclined to assist the expedition in every way, made a treacherous and wholly unexpected attack upon Capt. Kirkpatrick's party and killed him and five of his men. Col. Macdonald severely punished the Nakviri for this. Lieut. Hanbury Tracy, who was left in charge of the base of

supplies at Mount Elgon, also had some fighting, but his losses were slight. Capt. Kirkpatrick appears to have been the only Englishman killed on the expedition since it had been previously heard from. Col. Macdonald reports that the results of his expedition both from a political and geographical point of view have been very gratifying. He has established British prestige over the most interesting and important sections of Africa.

HARBOR IMPROVEMENT.

Much interest is manifest in the proposed harbor improvements now under consideration by the city council. The theory of Mr. Sorby, who is the originator of this scheme, is that the revenue of the harbor will meet the interest and other charges on the cost of the improvements, and the management and maintenance of the harbor. As far as his estimates have been investigated they appear to be reasonable. The important item of the cost of the work remains to receive expert investigation, and until that has been had it is premature to express any opinion upon the proposal, from a financial point of view. In a few days the public will be put in possession of a report on this branch of the case.

Mr. Sorby claims to be able to demonstrate that the improvement will be no charge upon the revenues of the city, but, on the contrary, it might become a source of revenue. His idea is not to make the harbor a direct source of profit to the city, but rather that the revenue increased, charges should be lowered, so far as shipping is concerned, for the cheaper the port, other things being equal, the more shipping it will attract.

The scheme, it will be observed, contemplates the closing of the inner harbor for a year. This would be a temporary inconvenience, but is hardly worth taking into account, if the project is otherwise commendable.

It is urged by some people, who are not favorably impressed with the project, that no business has ever been driven away from this port by the lack of harbor facilities. This is true; but it is also true that no business has ever been driven away from Victoria for the lack of a railway ferry to the Mainland. The C. P. N. has carried every pound of freight that has ever been offered to it. Such an objection can be urged against any and every improvement which can be suggested. One might well argue that because tons of freight are not piled up in the E. & N. depot, awaiting transportation to the north end of the island there is no necessity either for harbor improvement or a railway ferry to the Mainland.

It is also said that it will be time enough to improve the harbor when commerce has been developed. But commerce is not likely to be developed, unless ample accommodations are made to handle it. Victoria desires to be regarded as a competing port for the commerce of the Pacific ocean. To become such it must be placed in a position to compete. But, say some, there is the outer wharf. The outer wharf is an important piece of property, and is capable of handling very much more business than is now brought to Victoria from ocean points; but in view of the great development which Pacific ocean commerce is certain to exhibit in the immediate future, the accommodations at the outer wharf are not adequate to the volume of traffic which Victoria can reasonably hope to handle, if first-class connection is provided with the Mainland.

It is objected that even after the proposed improvement is made the harbor will be only a small one. This is true of others. The harbor of New York is small. The utmost care has to be exercised in handling vessels in the East River. Those persons who have waited in a steamer off Hell Gate while other vessels were getting out of the way, and who know something of the volume of traffic that comes down through Long Island Sound, will not be greatly impressed by the objection to the size of Victoria's harbor when improved. As a matter of fact, the whole harbor, from the outer wharf to Point Ellice bridge, would be one great dock, with ample room for the largest vessels to turn in. We do not remember to have heard any one claim that the Thames is a vast river, yet London has an immense ocean commerce. It is supposed that a great basin like Victoria harbor opened into the heart of London, will anyone suggest that it would not be utilized for commerce, because it does not happen to be as big as Lake Superior?

The scheme, as it presents itself to us, has two aspects upon which the public ought to be fully informed. One of these is the effect of the improvement upon the owners of the property immediately adjacent to the cases. If it can be shown that no injustice will be worked upon the present holders of waterfront property, but that they will be fully compensated for any probable loss resulting from the change, and if it shall be made to appear that from a financial point of view the improvement will entail no charge upon taxpayers, we are unable to see any reason why it should not be adopted. When the committees having the matter in charge have completed their investigations, the people will be fully able to decide these questions.

TO NON-PROPERTY HOLDERS.

Under the municipal law of this province, which in this respect is different to the law in some other provinces, only those persons who pay tax upon real estate have a right to vote upon such matters as assistance to a railway ferry by a bonus, the scheme for harbor improvement, or anything else involving a charge upon the taxable property within the municipality. The reason of this is to be found in the theory that the real estate

of a community is the security upon which loans are made, and hence the owners of realty ought to have the only voice in saying whether or not the liability should be incurred. In working out the principle some extraordinary things happen, as for instance the possibility that a man with a small, unimproved town lot may offset by his vote the owner of a dozen business blocks; but unless we are disposed to adopt the principle of cumulative voting, and recognize every property owner as the owner of a certain number of shares in the municipal assets, and give him votes proportionately thereto, there is no way by which this can be avoided, and as long as the burden of taxation for loans falls upon real estate, it is reasonable to permit its owners to have the sole right to say if the loans shall be incurred.

We submit to those residents of Victoria, who are not property owners, if it is not desirable that they should assume some portion of the burden, if not of all loans, at least of certain special ones, and thereby gain the right to say if the liability should be incurred. We have in mind the case of a Canadian city, which was asked to aid a railway. The property owners thought the burden would be too heavy upon them, so the people were asked if they would not agree to pay a poll tax for that particular purpose, and the request met with no opposition whatever. Every laboring man in the community realized that the construction of the railway meant better times for the city, and he cheerfully paid his \$1.00 a year for this specific purpose. Other methods might be suggested whereby non-property owners might be able to assume directly some of the responsibility for certain loans and thereby gain the right to say if they should be imposed.

We are quite aware that, as a rule, it is the tenant of improved real estate who pays the taxes upon it. The landlord tries to get out of his tenant sufficient rent to cover interest, insurance, and taxes, and wear and tear. He can't always get it, but that is the principle upon which rents are calculated, and we are dealing with a principle now. If the taxes on improved real estate are increased, the owner will endeavor to get them out of his tenant, so the latter may pay a tax concerning the imposition of which he has nothing to say. Would it not be better to lighten the burden of real estate and place the incidence of some of the taxation for permanent improvements directly upon the shoulders of the men who, after all, have to pay it? In the long run the taxes added themselves upon the community in some proportion to a man's ability to pay. Why not recognize this fact in providing for the incidence of taxation in the first place?

We make these suggestions in the hope that the people of the city generally will give them some consideration in connection with the several extensive improvements now under discussion. It is something which the non-property owners must take up, if it is ever to be acted upon. It must take the shape of a voluntary request from them to be allowed to assume directly a portion of the responsibility for certain municipal indebtedness. There are some people who will object that there is nothing permanent in security of this kind; but that is a fallacy. It is the only security which is permanent. The people living in a community alone give value to real estate and make it security for anything. It is true that the poll tax man may be here to-day and away to-morrow, but someone is sure to take his place. We do not propose to argue for the suggestion, but simply to make it. If it does not meet with favor, it will at least serve to concentrate public attention upon the very important question of public improvements and who must pay for them.

A JUST STEWARD.

We print to-day's paper a resume of the will of the late Baroness de Hirsch, bequeathing the enormous sum of \$124,000,000. We suppose this is the largest sum ever disposed of by will in Europe. The charitable bequests reach the vast total of \$104,000,000, which, we think, without precedent. The gifts to charitable purposes by the Baroness and her late husband in their modest way were very large, and in their doubtless be fairly called upon for no other record of such extreme liberality. It will be observed that all the specific bequests mentioned in the summary are for Jewish works of charity and mercy.

Such a disposition of a great fortune indicates profound wisdom on the part of its late possessor. We live in a time when great fortunes are readily amassed, and the distribution of them is of the greatest moment to the world. We speak now specially of fortunes acquired in commercial or financial operations. Such wealth as is possessed by the noble families of Europe can hardly be regarded as personal estate. The titular owner is more the representative of it than its actual possessor. Its possession carries with it certain obligations, which in the justice of cases are well discharged. We would not other day that a Russian baron was credited with the possession of hundreds of millions. But it is not really his in the sense that the fortunes of the Hirsches were theirs. A great hereditary estate is in some respects like a nation. Its maintenance absorbs most of the income and hundreds of people are employed in its administration. It is somewhat the same with the fortunes of the Hirsches magnates. These are so invested that they support thousands of people, of whom the titular possessor is the head. If the Duke of Devonshire or the Vanderbilts were to divide up their possessions, no more people would receive benefit from them than do now.

Their vast incomes are expended as a rule in employing labor in one form or another. Such fortunes are not a menace to society. The wealth which excites alarm among all political economists is that which is represented by the great financial houses or by the promoters of trusts, the wealth which increases, not through the employment of labor at a profit, but by contributions levied upon the necessities of others. But no matter how they are acquired, the manner in which great fortunes are distributed is of vast importance to society, and the example set by the Hirsches is worthy of emulation by others to whom much has been given.

It is true that the Baron and Baroness left no direct heirs and that the \$20,000,000 devised to relatives is itself a great sum, but this does not in any way detract from the magnificence of the charity. These bequests will alleviate an untold amount of suffering, and give aid and comfort to thousands of deserving people. In all parts of the civilized world there are thousands of such, and we can conceive of no nobler duty which wealth can discharge than to make an effort to lift them up to a higher plane. There is grave danger that if wealth does not recognize its obligations in this regard, there may one day come an explosion from the submerged strata of society which will send many fortunes crumbling in the dust. The signs of this are numerous, and the possessors of great fortunes will do well to heed them.

THE TIMES' MARE'S NEST.

The Times has worked itself up into quite a panic over the Cowichan Lake railway, work upon which was begun yesterday, although our contemporary did not appear to know it. The application for this charter was duly advertised in the Colonist, and the object of its promoters, who style themselves the Bobcaygeon Lumber Company, was explained in an interview published in this paper a year or so ago. Representatives of the company have been cruising the district for timber off and on for years. A large Edithian may be lurking somewhere in this particular woodpile, but no one appears to have suspected his existence. The promoters said that the railway was intended chiefly to carry lumber. They were not asked why they sought incorporation from parliament rather than the local legislature, but the reason probably was to place themselves in a position to apply for a subsidy from the Dominion. The expression in the charter that the work is for the general advantage of Canada, can be found in many railway charters. It is by making such a declaration that parliament invests itself with the right to grant charters to local railways.

The effort of the Times to connect this road with the proposed ferry to Vancouver is very far-fetched. Mr. Dunsen's proposal was made, as every one but the Times knows, only after the urgent request of the sub-committee of the Committee of Fifty. To suggest that Mr. Dunsen, with his large interests in Victoria, is hand in glove with a project to build up a rival seaport at Alberni is worthy of the Times, but we think any one else would be ashamed of it.

PASSING COMMENT.

No one who knows him, and certainly no newspaper man, will take exception to the kindly things which the Vancouver World has to say about Mr. Fielding, Finance Minister. But is not our contemporary rather absurd when it claims that Mr. Fielding and his colleagues have given this country "an unprecedented reign of prosperity"? Does the World honestly think that the source of the wave of prosperity now flowing around the earth is in the cabinet at Ottawa?

The Times says that the Colonist has insinuated that Mr. Ludgate is a liar. The Colonist has done nothing of the sort. It has simply published Mr. Ludgate's own words, the actual statements of Mr. Martin and the letter of the firm of Martin & Deacon and expressed its inability to reconcile them. In addition to these things it now prints the following from the Vancouver Province of May 4th, being a part of an interview with Mr. Attorney-General Martin. The Province reporter asked: "You are still acting as solicitor for Mr. Ludgate?"

And to this Mr. Martin replied: "Yes, and I will continue to do so."

The Nelson Tribune by mistake attributes to the Times of this city a paragraph which appeared in the Colonist in regard to its suggestion about Kootenay "knifing" every Coast man who is up for office. Then it proceeds to ask what the people would think if the people of Nelson were to pass resolutions about the ferry to Port Angeles. In reply we have to say that the people of Victoria would think it rather funny for Nelson to undertake to advise them as to whether they should lend aid to such a project, but they would never think of "knifing" Kootenay people on that account. But the Tribune goes on to ask why Messrs. Harte, Prior and Maxwell should oppose a measure that alone affects the interests of a community represented by Mr. Bostock. Does not our contemporary see that the principle underlying this objection would reduce representative institutions to a farce? Surely the Tribune knows that it is not only the right but the duty of the representatives of every constituency in Canada to investigate and either oppose or support the measure submitted to parliament. Our contemporary is wrong in thinking that the matter in question, namely, the Kettle River railway charter, is purely local in its interest.

BICYCLE SUITS
\$4, \$4.50, \$5.50, \$6.00.

GOLF HOSE
50C, 75C, \$1.00, \$1.25.

BICYCLE CAPS, GLOVES, KNICKERS
20 Cases Just To Hand.

B. WILLIAMS & CO.
Clothing, Hatters and Outfitters
97 JOHNSON STREET

Nothing Succeeds Like Success



We have made a success of our TEA and COFFEE. Have studied the tastes of our customers. We have blended a Tea that is fine in STYLE, strong in LIQUOR, exquisite in AROMA, pleasing to the PALATE and satisfying to the TASTE.

Our Blend Tea at - 20c
Golden Blend Tea at 40c
Our Blend Coffee - 40c.

Dixie H. Ross & Co.

COFFEES **DISCRIMINATING BUYERS** **SPICES**

Will find it profitable to handle only the best im...

PURE COFFEES PURE SPICES and PURE BAKING POW'D.R.
HIGHEST STANDARD GUARANTEED.

STEMLER & EARLE, IMPORTERS AND MANUFACTURERS VICTORIA.
HEAD OFFICE: Thomas Earle, 92, 94 and 97 Wharf St. Victoria, B. C.

The Columbia Flouring Mills Company

ENDERBY AND VERNON.

Premier, Three Star, Superfine, Graham and Whole Wheat Flour.

P. Rithet & Co., Proprietors, Victoria.

E. G. PRIOR & COMPANY.

LIMITED LIABILITY.

Gor. Govt and Johnson Sts., : Hastings Street, Victoria

IRON, STEEL, HARDWARE

Wagons and Vehicles

Miners and Loggers Supplies

Agricultural Implements.

Massey-Harris Bicycles \$55.00
Sent for catalogue of this splendid wheel.

LEA AND PERRINS'

OBSERVE THAT THE SIGNATURE

Lea & Perrins

PRINTED IN BLUE INK

DIAGONALLY ACROSS THE OUTSIDE WRAPPER

of every Bottle of the

ORIGINAL WORCESTERSHIRE SAUCE.

Bold Wholesale by the Proprietors: Worcester; Rose & Blackwell, Ltd., London; and Export Olives generally.

RETAIL EVERYWHERE.

AGENTS: M. Douglas & Co., and G. E. Goslon & Son, Montreal.

Officially

Ann

Bishop Christie
Archbishopric of
Diocese

Scarcely a Year Since
Promoted to Be
Vancouver

Right Rev. Alexander
Catholic Bishop of V.
yesterday received official
his appointment to the
Oregon, vacated by the
Bishop Gross late last
pointed did not come
the public in fact it was
announced in the Colo
ago. Bishop Christie
of the archdiocese, wh
gon, Washington, Idaho
British Columbia, on J
members of his congreg
torians generally will be
that for some months
spend much of his time
stating good work while
here.

When Bishop Christie
to be consecrated archb
year will have elapsed a
ment to the bishopric
Island, but in that case
done much to advance
church in the diocese.
quired capital, and his
obtain as much as he
from the Catholic In
Washington. Then R
lays was sent to Cana
enquire into the cause
Bishop Lemmens, and
able the fruits of th
labors in that mission
Father Althoff was se
appeal to such societies
to contribute towards
of the Catholic faith in
and in January an ap
to the Dominion gov
appropriation for the
West Coast of the Isla
In this city the impro
posed have barely been
already organized a
established St. Louis
a new kindergarten
tute hall moved to m
new residence for the
the idea being to use
dence as a Catholic c
education.

Bishop Christie is a
ment, where he was b
His childhood was sp
and Minnesota, where
foundation of his edu
decided to take holy o
of the Benedictine colle
Steamers county, Minn
classical course. He
spent at the Grand Ste
where he was ordained
His first charge was
where he remained 12
of which time he was
Assumption parish, Minn
to the parish of St. Ste
remained until his
Bishop of Vancouver la
This is the second time
a bishop of Vancouver
appointed to the archdi
the former one being
Seghers, who was m
Yukon valley. The
created in 1850, and th
when Most Rev. Fran
D. D., 1850-1880; Mo
J. Seghers, 1880-1884;
I. H. Gross, 1884-1891
to the last Catholic ch
diocese has 80 churches
seminaries, 2 colleges
country, and are stat
not an empty house or v
is to be found in eith
old towns. At the sum
to Mr. George Brown
home by the Willapa
numerous important tr
property have been ma
others to follow very ab
At Harvey's famous
sement, the Three W
which was negotiated b
Spokane, a full force o
ing, the mine showing
well as it is opened
Shore property on An
been sold for a handso
first instalment of time
has been paid over. W
will have charge of the
and it will be develop
large and systematic s
solidated Alberni has
hand by a strong comp
securing all the practi
able in Alberni. The A
on Anderson lake, was
day to Mr. G. H. Hay
some figure as spot ca
dozen other large dea
mated within the next
Mr. Brown brought
with him a number of
specimens, the ore bel
part from two claim
the Vincent, which he
off on the west side of
He also brought to Vi
from the Champo
hill, and from the St
on Elk river, adjoining
property, on which som
machinery is now bei

WEST COAST IS
Several Important Tra
Property and Mor

An excellent indication
condition and prospect
found in the fact of
from the Alberni dis
district is crowded w
very few from Alberni
way-the prospectors f
country, and are stat
not an empty house or v
is to be found in eith
old towns. At the sum
to Mr. George Brown
home by the Willapa
numerous important tr
property have been ma
others to follow very ab
At Harvey's famous
sement, the Three W
which was negotiated b
Spokane, a full force o
ing, the mine showing
well as it is opened
Shore property on An
been sold for a handso
first instalment of time
has been paid over. W
will have charge of the
and it will be develop
large and systematic s
solidated Alberni has
hand by a strong comp
securing all the practi
able in Alberni. The A
on Anderson lake, was
day to Mr. G. H. Hay
some figure as spot ca
dozen other large dea
mated within the next
Mr. Brown brought
with him a number of
specimens, the ore bel
part from two claim
the Vincent, which he
off on the west side of
He also brought to Vi
from the Champo
hill, and from the St
on Elk river, adjoining
property, on which som
machinery is now bei

AN INTEREST

Mr. W. G. Phyll, p
hotel, 36 Wellington St
says: "While I was
was in a terrible shap
bleeding piles. I tried
leading physicians and
treated in various way
ments, to no avail, be
want of money to no
coming to Toronto f
Chase's Ointment, and
and have not been fr
in any shape or form