

MISCELLANEOUS.

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OUT PLUG.)

LD CHUM

(PLUG.)

No other brand of tobacco has ever enjoyed such an immense popularity in the same period as this and of Cut Plug and King Tobacco.

Best Cut Tobacco manufacturers in Canada.

Ritchie & Co.

MONTREAL.

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UCH BETTER,

Thank You!

IS THE UNIVERSAL TEST. For those who have suffered from COUGHS, COLDS, BRONCHITIS, COUGHS, OR ANY FORM OF WASTING DISEASES, after they have tried

SCOTT'S

MULSION

Pure Cod Liver Oil and HYPOPHOSPHITES OF Lime and Soda.

IS ALMOST AS PALATABLE MILK. IT IS A WONDERFUL SKIN PRODUCER. It is used and recommended by Physicians in all nations or substitutions. Sold by Druggists at 50c. and \$1.00. SCOTT & BOWNE, Belleville.

MMOTH GOOSEBERRIES.

(Three weighed 4 oz.) white and black currants, choice varieties, strawberries, all imported; cuttings and runners for sale.

W. H. MAWDSLEY, Mayne Island, B.C.

RSOLL ROCK DRILL CO.,

OF CANADA, LTD. MONTREAL.

ROCK DRILLS

Air Compressors. General Mining and Quarrying. Rock Drills and Duplex pumps always on hand.

GORDON, Agent for B. O., OFFICE: GALPIN BLOCK, Box 787, 494 Government St., V.I. order call on w-d-4-13

AIL CONTRACTS.

ad tenders, addressed to the Postmaster, will be received at Ottawa until noon, Friday, the 8th September next, for the purpose of Her Majesty's Mail proposed for the year 1923. The proposals should be in the form of a letter, and should be addressed to the Postmaster, Ottawa, and should be accompanied by a deposit of \$100.00. The proposals should be submitted in duplicate, and the original should be retained by the Postmaster. The proposals should be submitted in duplicate, and the original should be retained by the Postmaster. The proposals should be submitted in duplicate, and the original should be retained by the Postmaster.

And for sale.

CHARLES K. POOLY, Solicitor, 47 Langley street, Victoria, 1922-23.

NNYROYAL WAFERS.

Prescription of a physician who has had a life long experience in treating female diseases, is used monthly with perfect success by over 10,000 ladies. Pleasant, effective. Ladies ask your druggist for Pennyroyal Wafers and take no substitute. Or, you may order for sealed particulars. Sold by druggists, or by mail. Address: EUBANK, 1000 Broadway, New York, N.Y.

sale and mailed by LANGLEY & Co., 1917-18-19-20.

7th, 1892.

AND FOR SALE.

ers are invited for the purchase of 320 (more or less) of land, the property of J. Wards in the Municipality of Coquitlam, lots 168 and 169, group 1, New West District. For further particulars and conditions apply to the undersigned to whom a fee to be sent. No tender will be accepted.

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VICTORIA VIADUCT

Which it is Proposed to Replace Kicketty James Bay Bridge.

Many Acres Would be Reclaimed and Become Revenue Producing.

While Government Street Would be an Unbroken Thoroughfare—Details of the Plan.

"If this were an American town, the corporation would have turned the James Bay 'Mud Flats,' as you call them, and James Bay bridge, into revenue producing property in a very short time; they would not allow this valuable place to lie idle, as you do."

This is a sentiment very often expressed, though perhaps not always in the same terms, by visitors from the other side, especially if of the victor, and on a mechanical turn of mind, and can be said to be things as they ought to be. It has puzzled the tourist and traveller to know why a city of Victoria's pretensions has allowed a valuable piece of property like James Bay to be of no other use than in generating offensive smells; and that such an extensively used and important artery of travel to and from the city, should be accessible only by a bridge, that for primitives as of structure and general shakiness, would disgrace a village council. Engineers, of undoubted authority, have again and again condemned this means of ingress and egress to and from the city, but the Council has either turned a deaf ear, or has not yet decided on the old nag known as "Impenitence."

There is an opportunity offering now, though, of the Council killing two birds with one stone, in the first place, saving the money that is yearly thrown away on keeping this shabby affair in an alleged state of repair, and having in its stead a thoroughfare that would be practically everlasting, and in the second place, by turning the adjoining property into a valuable tax contributing section.

More than a year ago, Mr. H. B. Bideley Smith, a member of the Institute of Engineers, English, and a partner of the well known firm of civil and mining engineers, Messrs. Keefe & Smith, conceived the idea of reclaiming this property to the city on a basis that would be profitable and safe to the city, and to the city. He then communicated his view, in a conversation, as to the state of James Bay Bridge, with the representative of the Corporation, as to how the thing could be achieved, and gave the estimated cost of carrying out his idea. He asked the reporter not to write anything about it till he (Mr. Smith) had perfected his plan, and got the whole thing in such a shape that he would be in a position to lay it either before the Council, or the capitalists he expected to interest in the scheme.

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"Do you know any other designs in existence, possessed by anyone else, having the same objects in view?"

"No, I do not. My scheme has been before some of our leading local men for more than a year past. None of them hinted at any similar project, and such men as Mr. Ward, Mr. Major, and others, all, you will see, men who have the city's prosperity at heart, because it is to their interest. When they saw my plans and the outlines of my scheme, they thought I had been very apt to have told me if they had thought of anything similar to this scheme. The idea seemed to be new to them, the same as it was to you at the time, but they all saw at once that an immense benefit would be to the city in the event of the completion of the works. Of course, there have been numerous schemes proposed for the reclamation of the James Bay flats, and the harbor. The idea is to give the city in lieu of the present shabby bridge a substantially big, permanent roadway the full width of Government street, and to

dredge the harbor up to the present bridge to a depth enabling vessels drawing 18 feet of water to discharge cargo at a wharf to be built alongside of, and parallel to, the structure. This plan also shows the soundings around the present bridge, but the distance of 180 feet from there soundings of 20 feet and upwards can be obtained. The proposition here suggests itself that a wharf could be built out from the proposed structure, and the harbor dredged, that the China steamer could come in here and land their freight practically on Government street. The nature of the harbor bottom renders this work comparatively easy and inexpensive. It is practically no rock to blast out. In view of the building of the Canada Western, with Victoria as its terminus, this would be almost a necessity. To the west of the viaduct, bridge, on the plan, is a portion colored red. This represents a concession to be obtained from the Dominion Government, in consideration of the vast harbor improvement to be made. For rendering facilities for landing a cargo from a vessel drawing 20 feet of water, in the best part of the city, for quick transit to the consignee, seems worth a trifling concession of water-bed," said Mr. Smith.

"Is the city to contribute nothing for this improvement?" he asked.

"Oh, certainly. I have not shown what will be asked from the Council, in consideration of the city's being furnished a continuous thoroughfare of the most permanent character across the bay, and for the increase of trade that must certainly follow. In the case of the harbor improvement, as well as from the increased taxation accruing from the adjoining property. The company which is now being formed for the purpose of floating and carrying out this plan, will have to give them some encouragement—not in the shape of the everlasting money bonus, however. That is a pretty well played out policy of civic politics at present. The city will probably be asked to give me practically nothing just now. And in doing this, even the city will be making the remainder of the new scheme, still more valuable. They will likely be asked to give, in addition to the space underneath the viaduct, a narrow piece of land on the east of the viaduct, and on the west of the viaduct, and parallel to it. As to drainage, we can do the adjoining property into a valuable tax contributing section."

More than a year ago, Mr. H. B. Bideley Smith, a member of the Institute of Engineers, English, and a partner of the well known firm of civil and mining