scarcely a mine England to oper-ing capital of less of them having we realize that of capital in order into a great work already done up some large all of which ap and leads one to ore deposits are ncentrating proposiof 5 per cent. cop-50 and 100 ton y about 50 cents a nt prices is about pounds of copper, y seen that given which can be cheapnay be large diviable localities for concentrators bethe lake which three miles from ining district. The the neighborhood ty of obtaining the smelters on the kable that so little layed in endeavorew of the indicaach the discovery m would benefit The search for the

vith every prospect the copper mines its mainstay, and e it to the front. of Coal Hill in large low grade dy in favor of the to which this arall the ore bodies edges of dike ated fissures and ected to continue whole region is ining districts, a rienced great olwhich hot springs t a very recent action may be atof the cinnabar of which Copper om which we may tion of quicksilver F. Monckton, in onthly Report.

sitate the putting

e Cherry creek and

nd drill holes ar

work is being

I the returns from 29 days, 11 hours

.....\$7,532.61 ates..... 2.218:52 ..\$9,751.13 red per ton 

recovered per 5.38 ed per ton of

. . . . . . . . . . \$23.66 the directors of the ate, accompanied ed at New Denver ended visit to W

manager of the the Bosun mine tified at the excelproperty. There ooth the No. 1 and No. 3 tunnel is in the wash and will enty tons of ore from the mine.

will permit an in-T the Butte group n-Mine creek with American capital y C. B. Taylor and ated two or three rded as a coming loses a fine hody urns in the neigh f silver, with conside. Merely sureen attempted, but demonstrate the ty. Several other ratively new field. utte will encourage relopment of their

glected last week aproving the value drift is in 47 feet ft or so has been herous slip. This and the ledge has ch of solid ore on s of ore are also

New Denver. ade on the Home ims, just east of up, and adjoining Two of the

and Charles engaged crosshen the discovery weeks' work last The ledge is full width of two seams of other ten inches na in which gray ve assays of 192 The owners fee ike and they pur ing it at once .-

own of late conway of develop ring of the supy have removed well defined vein have already innen to fourteen lower tunnel to r denth. Boundary Creek wing plans for a erect a smelter

Forks. This sealikely see four Sanden. Two unted in the city Wakefield. Suitbe surveyed for ed somewhere on

divide. ted up again last

etting scarce, us e leaving Sandon for their claims Windermere and ting the greater

## CONTRACTOR OF THE PROPERTY.

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* VANCOUVER.

Ludgate was called in the police on Monday, but it was announced, behalf of the prosecution, that the y had withdrawn its case.

Mr. Thomas A. Littleton, watchaker, Cordova street, met with an acdent while bicycle riding on Georgia eet on Sunday night, and was ren-

red unconscious for some time. Mr. C. G. Major's offer to sell 17 on English Bay for \$15,000, with (iii) feet water-front, came up again at nday night's meeting of the council. Ald. Gilmour suggested that a by-law e put before the people to obtain this Now was the time to have a good gathing beach. Ald. McQueen moved this effect, and Ald. Gilmour second-

Messrs, Pearey and Williams, on be-

half of the Trades and Labor Council, nterviewed the city council on Monday in regard to the tailors' strike, and Mr. S. McPherson's connection therewith. Mr. Williams asked that the city appoint a deputation to wait on Mr. Mc-Pherson in the matter, pointing out that he is working in opposition to the law of the land, in introducing aliens to work for him. In answer to Ald. Skinner, the city solicitor said it was an infraction of the law to engage workmen ver the other side of the line and bring them here. The council could certainly interfere, in that Mr. McPherson is working on a city contract. Ald. Foreman moved, seconded by Ald. Bruce, that a committee of Ald. Gilmour, Bruce and himself be appointed to wait on Pherson in the matter. Carried. At the meeting of the city council it

was moved by Ald. Brown, seconded by Ald. McPhaiden, that the resolution of February 24th, re protection of city's on Deadman's Island be canelled. Ald. Brown thought the resoluon refered to so vague that it ought to e cancelled The affair had been made farce enough already, and the sooner the city got out of it the better. No way of damages for arrests. He considered it to the safety of the city that he resolution should be erased from Ald. Skinner was of opinion that it

was to the city's interests that the relution should be adhered to. His Worship: The expense up to the present has been very small. Only one iceman has been kept there. Ald. Gilmour: Yes, but where will it end? The city has not some thousands dollars to waste on law suits in the

His Worship then ruled that this moon of Ald. Brown's had already been out, and lost on a previous question. Ald. Bruce questioned this, and somewhat of an argument took place. Ald. McGuigan said he had been away, and would like to know the Deadman's Island situation as it stood

His Worship explained that the stand taken was that the city had interests Deadman's Island, no matter what government owned it, and that those interests should be protected at all osts, and the sanction of the city obtained before any transfer of the do-

main takes place. The motion of Ald. Brown was then put and lost on his worship's casting

Yesterday Charles A. May, 18 years old, son of Chief Engineer May, of Tait's shingle mills, was drowned. He slipped from a boom of logs into shalous owing to his head striking a log in

falling. NEW WESTMINSTER.

His Worship Mayor Ovens has reurned from a ten days' visit to the Harrison Hot Springs. His Worship njoyed his outing very much, and ap-

ars greatly benefitted thereby. There was a pleasant gathering at he Royal avenue fire hall on Saturday ight to bid farewell to Fireman Thompn Campbell, who has resigned his position to go to the Klondike. He was esented with a gold watch chain and

Sir William Van Horne and party, cluding Messrs. G. McL. Brown, R. Marpole, H. J. Cambie, W. G. Mat-thews, of Toronto (a director), and Dr. G. Roddick, of Montreal, visited Westminster on Monday and took a around town, in company with Mayor Ovens and Mr. G. D. Brymner. resident of the Board of Trade, viewng also the work at the new station

The city has arranged for the purchase of the premises lately occupied by Messrs. Morey & Co., on City Hall quare. This will be fitted up and used lice station, the want of which been felt since the fire. On Saturday evening last, the Rev. Silva White. rector of St. Barnabas'

Episcopal Church, united in the bonds matrimony Mary Louisa, eldest aughter of Mr. and Mrs. J. Henley, and Mr. T. Oddy, the well known memher of the Westminster lacrosse team.

KAMLOOPS.

J. Savage, of Revelstoke, intends pending a short time in Kamloops for benefit of his health. In addition to steps already taken by Department of Agriculture to dear the outbreak of mange amongst the on the North Thompson range, ernment Agent Tunstall has been inted to employ W. B. Bunbury, V. investigate and report. Mr. Bunis now engaged in this work. meeting of the fire department th was well attended, was held on nday night in the council chamber to sider the proposition of the city coun-

alance of the present year. A unittee was appointed to raise funds | terday. Death was the result of natural | send a team to Revelstoke on May in order to take part in the hose Sir William Van Horne, president of anadian Pacific Railway, arrived the waited upon Sir William Van ing, and takes with him a large sack of With others he had been instrumental

I niversity, and had to forego the

red as payment to the brigade for

quille was to interest him in a scheme he has long had in mind, there is no doubt that that was the object of the drive. Sir William is firmly convinced that there is no more suitable spot North America for a sanitarium than in the vicinity of Tranquille.

NELSON. It is not unlikely that an industry will be established in Nelson within a month that will give employment to fifteen or sixteen men. The Kootenay Wire Company, manufacturer of wire mattresses, etc., now at Trail, are negotiating for

instructions to alter the grade of Vernon street, between Ward and Hail streets, so as to improve the grade of osephine street, between Baker, and Vernon streets. Necessary repairs to Vernon street between the same cross

streets will also be made. W. J. Devitt, provincial constable at night in charge of four prisoners for the provincial jail. James A. Sinclair is committed for trial on a charge of fraudulently converting to his own use \$200, the property of the Dominion Express Company; Harry Ross, a Chinaman, committed for trial on a charge of defamatory libel; J. L. Sullivan, charged with assault and theft on Patrick Butler; James Whigham, sentenced to three months in jail with hard labor for assault on Elias George Murdy and

resisting arrest. The local corps of the Salvation Army has purchased the Victoria street dwelling occupied by Rev. Robert Frew for \$1,500. It is understood that the Armywill purchase some adjoining property and erect a barracks upon it.

A. D. McGinty of Sandon was brought before Judge Forin on Saturday for election upon the charge of unlawfully assembling in connection with the anti-Chinese outbreak in the Slocan some months ago. McGinty elected trial by jury and Judge Forin made an order

At a meeting of the directors of the Kootenay Lake General Hospital the question of engaging a resident house surgeon was discussed. It was decided to engage one at once and a committee was appointed to correspond with the various Canadian medical colleges. Dr. Hall will continue to act as surgeon until the new appointment is made, and then act in conjunction with the other doctors of the city on the consulting

YMIR.

Another sidewalk and crossing are being put up from the Ymir hotel to the railway platform. The Dundee mine headgear, etc., are getting into good shape and should be n thorough working order very shortly. The miners' union are giving a grand

on the 24th of May. Ed. Lind, of this town, has secured the contract for hauling the ore and concentrates from the Ymir mine to the railway station

A gang of men are busy working at reservoir of the water works comtion, consisting of pipes, hydrants, etc., is expected to leave Chicago next week, and the system will be in running order by the end of June. Charles Davis of the Rio Grande was

drifting work being caried on.

has taken over J. A. Whittier's residence \$3,000 cash therefore.

to act as bookkeeper and storekeeper for was best for the city and not one for contractor Carleson on the Kaslo & any individual. Many good schemes had Lardo-Duncan. The fire brigade have just received their new hose reel and 1,000 feet of new

SILVERTON. Several inquiries have been made by

The warehouse and cookhouse which adthrough the efforts of the men, and the company's loss is consequently small, The crew lost part of their clothes.

GREENWOOD.

Rapid progress is being made with the grade on the branch line to Deadwood and Copper Camps. H. C. Shaw, barrister, of Vancouver, arrived in the city last week, and has decided to locate here. The Greenwood branch of the Canadian Bank of Commerce has been removed to the Flood-Naden block.

REVELSTOKE.

George Foucrault, the injured brakenan of the Arrowhead branch, is making very favorable progress towards recovery. He will leave to-day for Montreal to receive special treatment for his

School Inspector Burns spent Thursday and Friday in town inspecting the public schools, which he found in a very satisfactory condition as far as the pro-gress of the children and general effici-

ency of the staff is concerned. A chunk of rock at the 13-mile post disputed the right-of-way with the Arrowhead train on its way home on Wednesday afternoon. A couple of shots and an hour and a half's delay were required before the question was decided in favor of the train.

ROSSLAND.

Columbia-Kootenay mine, lost his life was decided to accept the \$150 yesterday from asphyxiation in No. 5.

Emile B. Langier was found dead yes-

UCUELET.

W. L. Thompson, who has been in the t the station and invited him to mineral and a general collection of marine in obtaining a subsidy for a line from drive out to Coal Hill, but Sir Latural history spec'mens for his brother, Point Roberts to Penticton, and to Mid-

drive out to Coal Hill, but Sir had already arranged to drive in had already arranged to drive Tranquille with Dr. Roddick, of Iniversity, and had to forego the Tranquille with Dr. Roddick, of Iniversity, and had to forego the Iniversity and had already arranged to drive Professor D'Arcy Thompson, the sealing way. Work had been prosecuted on the Penticton branch, where \$20,000 had been expended, but the provincial government of the Iniversity and had to forego the Iniversity and had to fore to Kamloops' mines. Whilst Sir ground as to its suitability for cattle rais- ernment had cancelled the lliam did not expressly say that his ing on an extensive scale.

## he De Cosmos Proposal

Meeting of Business Men Last Night,

removal to Nelson.
City Engineer McCulloch has received Engineer's Figures Indicate That the Line Can Be Built for \$700,000.

His Worship Mayor Redfern, T. W. Patterson, J. Stuart Yates, Dr. Milne, Trail, arrived in Nelson on Saturday Noah Shakespeare, D. R. Ker, E. Crow Baker, J. Dunsmuir, C. E. Renouf, Alex. Wilson and Ald. MacGregor and Beckwith-these twelve good men and true, were selected at a large and representative meeting of citizens held last night in the Board of Trade rooms to go into the entire subject of railroad contically unanimous in favor of the proposed extension, for although the speaker differed somewhat in regard to details, every one subscribed enthusiasti-

cally to the proposed scheme. Mayor Redfern presided and C. E. Renouf was elected secretary of the money on it?" meeting.

The chairman in opening the meeting recalled the circumstances attending the original projection of the same schemethe known as the De Cosmos scheme— any objection to the city building the ten years ago. He thought it offered imferry and the V. V. & E. using it the measurable advantages over that sub-nitted by Mr. Dunsmuir, and would ad-In reply to this Dr. Mi mit of passengers from Victoria being posed there would not be any objectio landed in New Westminster in two

He pointed out that the present be available and he thought it would pay scheme was somewhat of a modification any working man to put up the amount of the original plan in that that it did not contemplate connection alone with New Westmister, but with the whole valley of the fertile Fraser-a territory which it was very essential to lay under tribute to Victoria. (Applause.) At a later stage he would lay before the meeting the estimate of the cost of construc-tion as made by Mr. Bell, when the matter was up for consideration a few

years ago. Mr. Renouf, one of the conveners of the meeting, pointed out that 75 per cent, of the produce of the Fraser val-ley is sold in Victoria with but little trade on the other hand to that valley from Victoria. Mr. De Cosmos at the time the scheme was first proposed asked \$500,000 from the city, which was refused. Connection by the ferry would be had with three lines, namely at Mission, at Liverpool and at Blaine, and inevitably with a fourth, in the line to the Boundary country, which would undoubtedly be built. He ascribed the pany. The full plant for the institu- great interest manifested in the scheme to the lucid explanation of its advantages as laid before the committee of fifty by Mr. T. W. Patterson. The line he thought would cost \$1,250,000, and it Charles Davis of the Rio Grande was would be necessary for the council to in town on Saturday and reports steady vote \$500,000 and private subscriptions to the amount of \$200,000. The line to be beneficial to Victoria must be owned

Mr. Fleutot, one of the directors of A. G. McCandless congratulated the the Excelsior Gold Mining Company, meeting on the interest manifested. He thought it showed that Victoria was goon B avenue, and has paid the sum of ing to have mainland connection of Fred. Sutherland leaves for the Lardo the citizens endorse the scheme which been advanced, but this, in his opinion,

was the proposal par excellence. opinion no scheme so far advanced, ex-Secretary Anderson of the celebration cepting that by the ferry to Point Rocommittee has been notified by the Trail berts, would shorten the time to the football team that they will participate in the sports at Kaslo on the 24th, by a fast steamer. He predicted that minus and Victoria. Mr. De Cosmos it was possible to save some \$400,090 by were obtained from local transportation those in search of houses during the rather than from through traffic. At surance given. He canvassed the town the chairman said the estimate he had past week. There are none in town for present Victoria was practically done for subscriptions to build a railroad to read included the cost of constructing a out of the Fraser valley trade. If the The bunk house at the Vancouver business people of Victoria owned the land. About 50 men responded to the apmine was destroyed by fire last week. route, they could dictate to the transpeal and a charter was obtained to build tions of tides at English Bluff and The warehouse and cookhouse which ad-joined the building burned, were saved bring their freight by it. No one transcontinental line, at present, did sufficient business in Victoria to warrant the establishment of a ferry system, and even if the C. P. R. installed one they would handle only their own freight, and it would be a losing game. Mr. Patterson said he was glad Victorians were taking an interest in the V. & S., and he build only say that if adopted his interests in the line could be obtained for a figure that would satisfy the biggest stickler in the country. (Loud ap-

plause.) Personally he was not aware what harbor facilities existed on the main-land, but that data could easily be obtained. If the line were extended to Chilliwack, Victoria would control the Fraser valley trade. He knew this from the fact that being interested in that district he had frequent conversations with settlers there and they would almost to a man prefer to deal in Victoria rather than in Vancouver and New

Westminster. (Applause.) D. R. Ker explained his remarks at a previous meeting, in which he appeared to support both, a ferry and a fast steamer. A line such as they were called together to discuss would give Victoria the local trade of the Fraser. But there was the passenger trade between here and Vancouver and Victoria, which had to be considered, and would have to be met by a fast steamer to do the trip in three hours. The freight would have to come over another lin Alexander McGregor, employed at the just such a line as was projected in the columbia-Kootenay mine, lost his life V & S. ferry. If speed could be made. on any line it was on this. If freight could be handled cheaply on any line in British Columbia it was on this. The matter should be taken up by a committee and if possible have the citizens form a company to operate the road. Dr. G. R. Milne subscribed himself as one of the financial unfortunates district for the last three years, leaves De Cosmos was living to-day he would went into the V. & S. scheme. If Mr. oops by a special train on Mon- for Galway, Ireland, by this steamer. He say that he wanted not only his scheme A delegation of the Inland Board goes home to take his degree in engineer- but a line to the Boundary country.

That company's charter, called for the

English bluff and Vancouver Island. This was cancelled by the provincial government, and why didn't the citizens of Victoria come together and protest against it. His company was still prosecuting work hoping the government would recall their action. His company had a good case in court against the government for their action. They were appealing to the Dominion government, who regarded the action of the provincial government as extraordinary The Dominion government were at present considering the idea of granting a handsome subsidy to the V. V. & E. He was sceptical about Victoria meeting the cost of such a line. At present the distance by railroad from Point Rob-erts to Penticton was 440 miles, while by the V. V. & S. it would be only 225 miles. Under present conditions Victoria could never hope to compete with American cities south of the line. The farmers of the Fraser at present P. R. for carrying in hay, which only obliged to pay \$12 a ton to the C.

T. B. Hall-"Is the charter of the V V. & E. still controlled by the original D, Milne-"Yes, it is controlled by the

original owners."
T. W. Patterson asked if McKenzie nection via the V. & S. and a ferry to and Mann bad bought the charter, and Point Roberts. The meeting was prachad made all the expenditures in conhad made all the expenditures in con-nection with the building of the road to which the last speaker had referred. Dr. Milne-"No."
T. W. Patterson-"Is it not true that

MacKenzie & Mann made a payment to the V. V. & E., and they expended the Dr. Milne-"They were engaged to finance the scheme and also to take up C. E. Renouf asked if there would be

In reply to this Dr. Milne said he sup Continuing, Mr. Renouf said that if 4,000 men put up \$50 a piece \$200,000 would

he had named. The chairman then read the figures submitted by Mr. Bell at the time the scheme was first projected. Mr. Bell had stated to him that a deduction of about ten per cent. should be made from the original estimate owing to the altered financial conditions. His estimate was

Cost of the line from Victoria Swartz Bay, 20.8 miles, including cost of wharves, pontoons, etc., \$550,000. (Sixteen miles of this road is already built.) Ferry from Point Roberts to New Westminster, including mote, breakwaplete, 18.9 miles, \$1,057,500.

Bridge across Fraser river at Nev This amount would be materially re- garded by the younger generation as way, and a revulsion of feeling had taken duced by running into Boundary Bay in- mossbacks and we get little credit for place owing to the belief that McKenzie stead of English Bay.

cent., leaving about \$1,125,000. Mr. Patterson here said that \$400,000 antagonism to Mr. Dunsmuir, a gentleman might be deducted that amount being the born on the island, and he was a citizen approximate cost of line already built to whose interest in the city should be safe-Sidney, while \$50,000 (cost of bridge at guarded. If he were asked he had no ready been given and of whom five will New Westminster ) would also be taken doubt his co-operation might be enlisted. constitute a quorum, was then appointoff the general bill.

to English Bluff, including wharves and and Mr. Dunsmuir had at least demonferry complete is about \$700,000. The chairman also quoted Mr. Bell's ferry. across Chesapeake Bay, a sheet of water Bay it was comparatively quiet.

Alex., Wilson said that Mr. De Cosmos Mr. T. W. Patterson said that in his indicated. When it was decided to ter- wharf at English Bluff would have to minate the C.P.R. at Port Moody, Mr. Lozier, Minister of Public Works, promisment had been made and no written as- might be a preferable scheme. Saanich and thence by ferry to the main- mote at English Bluff. a ferry across the straits together with Boundary Bay. He had never seen a telegraph and telephone line. Surveys, storms there in which even a sloop could were made and H. P. Bell. Perry and not make a landing, with the exception Bell Irving made plans, submitted them of for about three days a few years ago, to Ottawa and a charter was granted. when the weather was exceptionally bad. The City Council was asked to implement For safety a mile of mole would have to a by-law passed by a narrow majority of be built, but he didn't think it should 3, guaranteeing interest on bonds to the cost more than \$200,000. Boundary Bay extent of \$500,000. This was put in court was one of the roughest points in the and kept there for eighteen months. Mr. gulf, while English De Cosmos was offered 95c. for the claimed that wharves would not stand at shares The people were asked to sub- Steveston, which Mr. Morris denied, supscribe \$150,000 to the stock, but with no ported by Mr. D. R. Ker. He suggestsuccess. In the meantime the local gov- ed that the Dominion government be urgguaranteeing 2 per cent. on \$300,000 to five and the provincial government restore the men. The City Council rescinded the subsidy. If the city would take \$700,000 former by-law and guaranteed 3 per cent. of stock in Dr. Milne's scheme the doc-



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MARRIED OR SINGLE

on the \$200,000. The De Cosmos scheme would do Victoria any good and increase was in consequence killed. Since that its trade was one to get into the Fraser time the city has contributed \$9,000 a and Boundary.

then be secured. the V. V. & E. was to come to Vancouv- land. Nevertheless there was no scheme er. It is to come there and connection before the people which at all equalled will be had with Victoria from there. the one before the people in the V. & S. "What we want is a line which will ferry proposal. the city grow and develop." He had no have the control of it. The actual cost therefore from Victoria no difficulty in a ferry across the gulf ing held a preliminary session.

strated its practicability by his Comox

culty was encountered in prosecuting the was a Vancouver scheme and quoted Walter Morris, while supporting the couver. made three attempts to establish the line scheme, reminded the meeting that a be extended out about a mile. There was hesides a Vancouver gentleman who proshould be established between the ter- via Steveston to New Westminster and this scheme would be a money making af- brought up the matter again and again going to Steveston where good anchorfair almost from its inception, as profits but unfortunately only a verbal state- age could be secured. He thought this

ernment granted a charter to the V. & S. ed to give a subsidy to the V. V. & E.

tor would doubtless neet them. C. E. Renouf moved that a committee be appointed to enquire into the proposal of connecting the city of Victoria with the transcontinental railways and build a railway from Point Roberts to Chilliwack, and to suggest the best plan to adopt to secure this desirable railway

connection. Mr. Jos. Sayward seconded the motion. A. L. Belyea said that although he had taken no part in the discussions heretofore he had long ago made up his mind as to what was the best course for Victorians to pursue. As the drafter of the original charter of the V. V. & E. he knew that it was not a Vancouver scheme, and was objected to by people there because in the original draft Vancouver was not mentioned. The scheme they wanted was the one which would give the largest market. Would the Port Angeles one give us this connection? He didn't think so. Would the Dunsmuirs' scheme do so? No. It would give Vancouver access to the only market left to Victoria, and would not give Victoria any corresponding advantage. Who had the trade of Nanaimo and Union to-day? He ventured to say Victoria hadn't 50 per cent. of it. Where would we get new markets? In the Fraser valley and the Kootenays. We have at present the first link of connection to that valley in the V. & S. railroad. Between Sidney and Point Roberts was a comparatively short distance and back of the latter the fertile valley of the Fraser, and some time in the future the Kootenays into which he hoped to see a line parallel to ventured to say Victoria hadn't 50 per the C.P.R., connecting with southern.

British Columbia. The only line which A.D. 1899.

year and the government \$6,000 to a losing Another thing, the mainland is advancing by leaps and bounds, and Victoria liv-He believed no favors should be ing on the crumbs from the mainland shown any company. If better terms Had we not resources on the island? could be made with the V. & S. they Had we not prospects as good as on the should be secured and an effort made to mainland? Had we not timber resources? get aid from the local government and He believed the island was retarded by build the line. An independent line would the land grant to the E. & N. railway. Victoria lost sight of what they had at If the citizens showed a little enterprise home, and which was more important it could be carried out. Dr. Milne knew athan anything they had on the main-

Lenefit Victoria," said the speaker, amid A. G. McCandless said he was originapplause. "Some of us pioneers are re- ally interested in the V. V. & E. railwhat we have done, but they forget we and Mann had acquired the line. The Actual cost from Victoria to New have borne the heat of the day and be citizens were as strongly in favor of the Westminster, \$1,250,000. Deduct ten per fore we go upwards we would like to see

> The resolution then carried unanimous-The committee whose names have al-The best engineers and marine men saw, ed, and at the close of the general meet-

I have been a sufferer from chronic diarrhoea ever since the war and have statement that the gulf where the ferry | Adverting to the proposal to bring the used all kinds of medicines for it. At would cross offered no obstacles to navi-gation and he referred to a similar ferry was very rough there and at English a success as a cure, and that is Chamberlain's Colie, Cholera and Diarrhoea very subject to storms, where no diffi- Dr. Milne denied that the V. V. & E. Remedy.-P. E. Grisham, Gaars Mills.



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