Vancouver Won 3 to 2

A Splendid Game of Hockey In Which Victoria is Worsted.

Fernwoods Defeat Vancouver At Basketball By 9 to 6.

The game yesterday between the Vancouver and Victoria Hockey players resulted in a win for the former by a score of 3 goals to 2. The grounds were in much better condition than on Friday, as the goal posts had been moved so as to avoid the muddy spots. The weather was also more favorable, and but for the high wind it would have been an ideal afternoon. Deane, in goal for Vancouver, played a very good defence, repeatedly saving desperate shots, Murgatroyd also played a spanking good game, dribbling with great speed and also doing good combination work. The rest of the forwards played a good, hard game, and were always on the ball. For Victoria, Hart in goal seemed a trifle slow at times, but managed to save some awkward shots.

The forwards, for the first half, played a good game against the wind, but apparently were done out in the second half. L. York and Schwengers were the stars of the forward line, the former repeatedly outclassed his check at the beginning of the game, getting the ball up to the circle, while the latter made two or three rushes down the field right through the thickest of the fray, dribbling with such precision and speed that it was almost impossible to stop him. Tye and Futcher played a good game. Tye had very hard luck in the second half, getting a nasty whack on the side of the nose, inflicting a slight gash. He, however, showed that there was nothing weak about his make up, and promptly went on playing, and just as the whistle blew for time he went down again, this time he had it on the collar bone. The halves played well, checking many dangerous rushes. The individual play, on an average, was a great deal better than that of the visitors. Where they had the advantage of the locals, was in their combination, the latter, time and time again, made wild slashes at the ball without thinking where they were sending it. There was too much individual play, and not half enough combination. Knapp was a regular stone wall. Very few got past him. At times it seemed to the spectators that there was something lacking in the optic nerve of the referee for sometimes it was the wind which affected his eyesight, as time and again he failed to notice most palpable errors.

FIRST HALF.

Vancouver won the toss and played with the wind for the first half. Vancouver started off with a rush, getting the ball to the 25 yard line, Knapp stopped their rush and sent to Schwengers, who passed over to L. York. After passing Shalleross he got it on the edge of the circle when Stevens checked him, and the call went behind. Vancouver got it and came down the field till the 25 yard line was reached, here it remained for a few minutes until Beecher got it, passed to him in the circle, and he sent it between the posts with a rush.

Victoria rushed things for all they were worth after the bully-off, getting it up to the 25 yard line, where it went out. The play then returned to the local's end, Gillespie saved a determined rush and passed over to Tye, who was promptly checked by Sponsford, the latter made a very neat dribble, only to be checked by Knapp, who sent it on to Gillespie, the latter took it up to the quarter line, where a regular melee took place, in which Crickmay got a nasty blow above the eye, and the game was delayed for a few minutes.

On play being resumed, Vancouver rushed the play down in front of the local's goal, and kept it there till Bayfield got into the circle and shot, which was stopped by Hart, who sent it flying out to Jaegers, from him it went to W. York, the latter being checked by Burns, who brought it down with a rush, and finally going out behind, L. York rushed it up after having it passed to him from a good stiff mix upon the 25 yard line. He made a good dribble, but was brought to earth by Shallcross. Victoria held the visitors down to the half way line for a few minutes till W. York received, but didn't travel far before the Vancouver relieved him of it. Bayfield passed over to Crickway, Rogers broke up the combination at the half way line, Boult got hold of it and passed to Murgatroyd, Schwengers, the big fellow, relieved him of it, however, taking it up the field to the circle, where Burns checked him, sending it down to Victoria's 25 yard line. Rogers, seeing things looking bad for Victoria, made a dash up the field, and passed to Tye, who tied knots in the Vancouver forwards, taking it up to the circle and after making a good shot, but missed, sending it out behind. The next few minutes it was hard to say who had the ball, the play being so fast, it oscillated between the visitor's half way line and 25 yard line, till Schwengers made one of his rushes, got into the circle and made things dangerous for the opposing backs. Shallcross altered the face of the play by making a good rush down and passing over to Murgatroyd, who centered, Jaegers relieved the pressure for a time. Vancouver forwards came back with the ball into the circle, and by a well directed shot scored again.

Schwengers rushed things after the bully-off, and he passed to Tye, who sent it out. Victoria got it again, and after a good stiff scrum Schwengers broke away and carried into the circle from the 25 yard line, and passed to L. York, who scored.

Victoria rushed for all they were worth for the next few minutes, but were baffled every time by the visiting backs. Schwengers soon followed York's example by making another splendid dribble to the circle, and this time he sent it flying between the posts like lightning.

Vancouver rushed for all they were worth after that, and finally before the whistle blew for half time Ponsford made a splendid rush and managed to score again bringing the total score up to 3 to 2 for the first half.

SECOND HALF.

Victoria lined up with the wind favoring, and Tye lead off with a good dribble to the 25 yard line, where he was stopped by the backs, who passed out to Murgatroyd. He rushed down to the locals' 25 yard line. There he was checked by Gillespie. A good stiff mix-up followed, and Futcher getting a pass out from the scrimmage, passed to Tye, who gave the ball to York. He was stopped by Burns on the edge of the circle just in time to prevent his scoring. The Vancouver backs worked the ball gradually to the Victoria circle, where things started to look bad for Victoria. Futcher, however, came to the rescue again and passed out to Schwengers, who rushed up field, only to be stopped by Burns. He passed to Murgatroyd, and the latter took the ball out by the Victoria 25 yard line.

Rogers made a good dribble from the throw in and passed to Futcher, who carried the ball to the Vancouver 25 yard line, where he was stopped by Dean. The Vancouvers kept the play in Victoria's territory for the next few minutes, making things very lively for Hart, in goal, until Schwengers secured and passed out to Tye. He, however, did not go far before Burns took the ball from him and made a good dash into the Victoria circle, attacked the goal again. Rogers worked the ball out to Tye, who was making a good run when he was struck on the nose and fell. Time was called as a result. On recommencing the game, Victoria worked the ball forward well, and W. York, securing, passed to Jaegers, who drove the ball behind goal.

Murgatroyd got the ball after the throw in, but L. York caught him and took the ball. He passed to Schwengers, who was checked by the Vancouver forwards, who took the ball and carried it to the Victoria 25 yard line. Knapp stopped their rush for a time, but the ball was quickly returned and Victoria found it hard to relieve, until Schgengers drove the ball out to Jaegers, who sent the sphere on to Rogers. He lost it to Burns, and the attack was resumed. The ball went up and down between the half way line and the quarter line, until L. York secured and rushed up field just as the whistle blew for time—and the match ended without any change being made in the score, Vancouver having won by a score of three goals to two.

BASKETBALL.

The extra attraction at last night's band concert at the Drill hall was the basketball match between the Fernwoods and Vancouvers. The game was 6 to 6 up to full time, when the tie was decided in favor of the Fernwoods, who making one goal and one free shot, caused the score to read 9 to 6 in favor of the home team.

Letter Carriers Want More Pay

Will Petition Postmaster General For Increase of Salary.

If Agreed To Men of Long Service Will Draw About $70.

A petition is shortly to be forwarded to the federal government praying for an increase in the salaries paid the Victoria postmen. The pay of the letter-carriers now ranges from $40 to $60, according to length of service, and in view of the responsibilities of the employment, its arduous nature and the high cost of living, it is felt that the government of the great Dominion of Canada might properly be a little more generous without any great outcry on the part of the people.

Similar action is contemplated by the postmen of Winnipeg, who will shortly memorialize the Postmaster-General, asking for $70 per month. A Winnipeg exchange explains the status of the mail-carriers in the West in the postal service. The men have all been in the service for a long enough period to be in receipt of the maximum salary, which is $50 a month, plus a bonus of $10 a month, which may be withdrawn at any time. Contrary to the general opinion these parties do not profit by the legislation affecting the salary of delivery men, passed at the last session of the Dominion House. By that legislation postmen hereafter entering the service begin on a scale of $1.25 a day, and work up in four and a half years to the maximum of $2.00 a day, which, with the bonus, brings their remuneration in Winnipeg to about $64 or $65 a month. There is also a special grade, called Grade "E," for exceptionally competent officials, which carries a daily salary of $2.25.

The postmen, who under the former regulations, have achieved the maximum salary, can be transferred at their request to the new classification, but it is said that scarcely one in ten throughout the whole Canadian service has decided to make the change. The reason for this is that under the new legislation there is no security of tenure; that is, a postman might reach the maximum this year, and be graded down to a much lower salary next year, if the post office authorities were to decide that, for one cause or another, he was less efficient. Nor under the present legislation is there any provision for sick pay, postmen being entitled to remuneration only for the time actually employed. For these reasons the postmen ranking under the old rule have preferred to continue as they were. They therefore are entitled only to a salary of $60 a month, which they claim is entirely inadequate to enable them to live comfortably, and give their families a proper brincing up. Some of these men have been in the service of the department fifteen or twenty years, and they think that by their service during that period they should be entitled to draw a larger income from the Dominion than $720 a year.

The memorial which is to be addressed to the Postmaster-General, will ask either that they be given a regular salary of $70 a month, or that they be transferred to the new classification, and placed in Grade "E" with the understanding that the recent legislation will be amended with respect to the power of the higher officials to grade down the salaries. In point of income the two arrangements will work out about the same.

20 cases latest style American hats, all at sale prices for cash. B. Williams & Co. *

FRANCE AND SPAIN.

Nice Words Produce Good Feeling.

Madrid, Jan. 23.—Premier Silvela says the expression of the French ambassador, M. Cambon, yesterday concerning the strong ties between France and Spain has produced a strongly favorable impression in government circles.

ABSOLUTE SECURITY.

Genuine Carter's Little Liver Pills.

Must Bear Signature of Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS. FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION. GENUINE MUST HAVE SIGNATURE. Price 25 Cents. Purely Vegetable.

CURE SICK HEADACHE

Subsidies To Railways

Cash Bonuses, Loans and Land Grants to Canadian Roads.

About $230,000,000 Cash and Enormous Donations in Land.

With a new railway proposition impending, it is just possible that some among us may desire to know how much public money and public property we have so far expended upon or granted to railways. Curiosity on this point is natural, and when satisfied as it ought to be, it helps to form opinion with regard to the subsidy question.

One of the largest of our railway outlays is that upon the Intercolonial and Prince Edward Island railways. When confederation was accomplished, the sum of $10,766,725 had been spent upon the former road. That liability was transferred to the national debt, and we proceeded to complete the line and to operate it. The cost up to the end of June, 1901, including the pre-confederation expenditures, was $63,975,261. The railway does not pay interest upon the investment, and the $2,000,000 a year which the borrowed money calls for comes from the general taxes. Nor does the road pay its way. From 1868 to 1901 the cost of operating was $6,591,495 in excess of the revenue. The Prince Edward Island railway, which is also under government ownership, has cost us $4,123,827. Since we have been operating it the loss has been $2,073,215. To these two government railways we have devoted $76,763,798.

TO THE GRAND TRUNK.

The Grand Trunk system is made up of a number of amalgamated roads. We did not designedly bonus the main line; nor did we grant a cent to the Great Western, which runs from Niagara Falls west through Hamilton and Loudon. But when the Grand Trunk main line was under consideration in the cities, old Canada granted by way of loan £3,000 per mile. This aid is put down at $15,142,633, and as it is never spoken of now, it stands really in the position of a gift. The amalgamated lines were aided by Dominion, provincial and municipal bonuses. The Dominion bonuses amount to $2,080,232. This includes $1,320,000 for the extension to North Bay and $500,000 towards the rebuilding of the Victoria bridge at Montreal. The provincial aid which came from Ontario and Quebec aggregates $2,971,346, and the municipal aid from the same provinces has been $5,695,695. The total of the public grants to the Grand Trunk has been, first the loan of $15,142,633, and then the federal, provincial and municipal grants, which amount to $11,467,273. Altogether the Grand Trunk has received $26,609,906.

AID TO THE C. P. R.

The Canadian Pacific Railway was a special case. It was an enterprise of great difficulty and exceedingly hazardous to those who entered upon it. In order to carry it through a very liberal offer had to be made. The original terms called for $25,000,000, all the mileage the government had built, and 25,000,000 acres of land. The cost of the government lines was $31,122,212. To this was added $25,000,000. We took over a certain portion of the land grant, 6,793,014 acres, and allowed $10,189,521 for it. This brought the cost of the Canadian Pacific to the country up to $66,311,734. Since then the Quebec government railways, the North Shore and the Q. M. & O. have passed to the Canadian Pacific. This transaction cost the federal government $2,394,000. That is to say, Ottawa accepted as a liability the difference between the original expenditure and the sale price. We pay 5 per cent. to Quebec on the amount named. The Crow's Nest Pass subsidy was more recently granted. It stands at $3,321,740. As with the Grand Trunk, so with the Canadian Pacific a number of existing lines were incorporated into it. Most of these were bonused by the federal, provincial and municipal authorities.

THE CANADIAN NORTHERN.

A new candidate for public favor is the Canadian Northern, commonly known as the Mackenzie & Mann line, which is making its way across the continent. This railway includes the Manitoba & Northern Pacific, which received $641,000 from the province of Manitoba. For other parts of the work the bonuses have been $2,543,200 from Ottawa, $1,375,571 from Ontario, and $40,000 from municipalities. In addition there are large land grants—9,907,000 acres—upon the value of which bonds aggregating $3,060,000 have been issued, with the guarantee of Manitoba. This road has received so far $4,599,741, and the land. Further grants are expected for the Western and Eastern ends, as well as for the prairie division.

HOW MUCH HAS BEEN GIVEN.

The sum total of railway grants in money, as reported by the Dominion railway department, amounts to a very large figure. It is thus set forth:

Federal bonuses	$158,536,736
Federal loans	15,964,533
Ontario bonuses	8,683,578
Ontario loans	26,000
Quebec bonuses	13,977,980
Quebec loans	3,722,956
New Brunswick bonuses	4,244,439
New Brunswick subscriptions to stock	300,000
Nova Scotia bonuses	2,619,316
Manitoba bonuses	941,952
Manitoba loans	900,000
British Columbia bonuses	37,500
Ontario municipal grants	10,006,353
Ontario municipal subscriptions to stock	1,211,500
Quebec municipal grants	879,574
Quebec municipal loans	2,434,000
Quebec municipal subscriptions to stock	1,568,000
New Brunswick municipal grants	301,500
New Brunswick municipal subscriptions to stock	60,000
Nova Scotia municipal grants	485,599
Manitoba Municipal grants	595,600
British Columbia municipal grants	37,500
The Territories	25,000
The figures add up thus:—	
Government bonuses	$189,041,503
Government loans	20,613,489
Government subscriptions to stock	300,000
Municipal bonuses	12,321,066
Municipal loans	3,414,311
Municipal subscriptions to stock	3,139,300
Total	$228,539,895

OTHER GRANTS.

These figures do not tell the entire story, for, as has been pointed out, we drop $2,000,000 a year as interest upon our investment in government lines, and we lose in operating these roads. Nor do they take into account the subsidies in the form of annual grants, of which there are several. One of these is $186,000 a year for the short-line railway to St. John; and another is $80,000 per annum for the line from Regina to Prince Albert. They omit also the land grants. By such grants the federal government has aided railways to the tune of 46,377,334 acres. Ontario has given away many millions. Nova Scotia has contributed 150,000 acres, and British Columbia 5,396,496. The various companies have received from the sale of lands $31,163,557. It is to be borne in mind that the figures are those only of actual grants. There are millions authorized as bonuses not yet earned, but payable when the railways are built.

Why doesn't Mr. Carnegie stop on the libraries for a while and start up a few of the idle mines?—Boston Globe.

Stocktaking sale, men's overcoats half price for cash. B. Williams & Co. *

MORRISON MINE.

Will Ship Ore to Boundary Falls Smelter—The Josie.

Rossland, Jan. 23.—Albert J. Goodell, general manager of the Boundary Falls smelter, met Frank H. Oliver, manager of the Morrison mine, in Deadwood camp, here yesterday, and completed a contract for the shipment of Morrison ore to Boundary Falls. Mr. Goodell states that the agreement provides that the smelter shall accept all the output of the mine as soon as shipments can be started. This means an immediate resumption of activity at the Morrison, which has been practically shut down for the past two years. The construction of a spur from the Canadian Pacific to the mine, at a cost of $8,000, is one of the features of the resumption.

The Rossland Miner claims to have reliable information that an ore body 11 feet in width and averaging in the neighborhood of $100, has been opened up in the lower workings of the Josie mine, where exploratory and development work has been under way for some time.

Short—"I figured up the other day that I owed my friends nearly $3,000."

Long—"What are you going to do about it?"

Short—"That's what puzzles me. I can't think of any one else who will lend me money."—Chicago News.

Sandy Abbott's Body Found

He Apparently Fell Off Wharf at Westminster While in a Fit.

Four Washington Sportsmen Find It Expensive Poaching in Canada.

From Our Own Correspondent.

New Westminster, Jan. 24.—Fishermen who have been dragging the river for the body of Sandy Abbott, supposed to have been drowned a week ago, were rewarded today by discovering the remains in 15 feet of water, quite close to the Cold Storage wharf. When found the legs and arms were drawn together, and back doubled up. This and the drawn face showed that he probably fell off the wharf during a fit, to which he was subject. At the coroner's inquest this afternoon, the jury gave a verdict of "found drowned." Deceased is well connected in Edinburgh, and leaves a widow and four young children almost destitute.

His Worship, the Mayor of Sumas, City, Wash., and three companions, who accompanied him on a recent duck shooting excursion to Sumas Prairie, on the Canadian side of the international boundary, returned home this afternoon without any ducks, but with a wholesome impression of the way British law is enforced over here, even to the Game Act. Provincial Officer Spain, after a bootless search for poachers, set Special Constable Cole to watch, with the result that on Thursday he caught R. M. Leach, C. M. Miller, L. G. Van Volkenburg and R. S. Lambert all from Sumas City, amusing themselves potting ducks on Matsqui Prairie. They had no license to shoot in Canada, and therefore were arrested. This morning Capt. Pittendrigh went to Mission City and tried the accused in the District court. He fined each $20 and costs, and each had also to pay $50 for a non-resident sportsman's license.

It is learned on apparently good authority that Rev. R. A. King, B. A., B. D., pastor of West church, now on a visit to Toronto, has been appointed principal of the Presbyterian College at Indor, the largest college of the kind in India.

Local News

(From Friday's Daily.)

Fisheries Commission.—The Fisheries commission appointed last year by the Dominion government to investigate matters connected with the fishing industry of this province, will resume its sittings here on February 17. George Riley, M. P., will take the place on the commission of the late George R. Maxwell, M. P.

Exhibition Accounts. Beaumont Boggs is requesting the City Council to appoint a commission to thoroughly investigate all matters connected with last year's exhibition. He claims that such an inquiry should be made in justice to himself and others of the management whose conduct of affairs has been adversely criticized.

Big Snow Slides.—Passengers who have just come through from the East on the C. P. R. report the biggest snow slides of the season along the line at points from Clanwilliam to Revelstoke. The rotary snow ploughs have been kept running, however, and the time lost by trains on account of the slides was made up by rapid running on other parts of the division.

Extending Business.—A. McKim Co., newspaper advertising agents of Montreal, have opened a branch office in Toronto, which will be in charge of W. B. Somerset, late advertising manager of the Winnipeg Free Press. Mr. Somerset is well known and popular with all the large advertisers of Eastern Canada and the United States, and the Toronto business should succeed under his management.

Accident to Mr. Dunlevy.—News comes from Ashcroft that last Friday Mr. P. C. Dunlevy, while driving near Soda Creek, was badly hurt by the horse running away and throwing him from the vehicle. His thigh bone was broken and several ribs were fractured. Mrs. Dunlevy, Mrs. C. Smith, and Mrs. D. Perkins, who were in the party, were also thrown out. Mrs. Perkins, a sister of Mr. Denis Murphy, had her collar bone broken, but the other two ladies were not seriously injured.

(From Sunday's Daily.)

The funeral of the late Mrs. Wm. Hodges will take place from the residence, No. 16 Rupert street, this afternoon, at 2 o'clock, and 2:30 at the Metropolitan Methodist church.

An unfortunate Chinaman was killed as the result of an explosion of dynamite used for blasting purposes at the Esquimalt water works, near Goldstream, yesterday morning. An inquest will be held on the remains at 10 o'clock tomorrow morning.

The death occurred at Alert Bay on the 11th instant, of Harry Mallery, aged 65 years, employed as sawyer at the Alert Bay saw mills. He was a victim of heart disease.

The funeral of the late Alexander Clearihue took place yesterday afternoon from the residence of his brother, No. 153 Cadboro Bay road, at 2.30 p. m., and at St. Andrew's Presbyterian church at 3 o'clock. Service was conducted by the Rev. W. L. Clay at the church, and at the grave by the Rev. Mr. Ewing. There was a large attendance of friends. The following gentlemen acted as pall-bearers: Thos. Earle, M. P., D. W. Higgins, Alex. Wilson, T. Elford, Wm. Humphrey, Major J. Wilson, J. E. Church, B. Stapleton.

Boys' reefers 90c. each, worth $1.75 and $2.00, until after stock-taking. B. Williams & Co. *

The Island's Awakening

(Continued From Page One.)

Turning to the large outline map which hung upon the wall at the rear of the platform, Mr. Lugrin pointed out the different routes which it had been proposed to follow in building the line to tap the North end. He compared the area of country which was traversed and served by the E. & N. with the other portion of the Island. Surely, he said, it would not be seriously contended that the great portion to the North of the E. & N. tract was to be dominated by E. & N. interests, or by interests which are located along the line of that railway! It was true that the E. & N. was a factor of importance in any scheme for extending a line to the North of the Island, but it was not a dominant factor. He knew of his own personal knowledge that Mr. James Dunsmuir was a man of too broad and too liberal views to interpose any objections in the way of the people's desires in the matter of Island development. (Applause.) He believed that this was Mr. Dunsmuir's position because he had had it from his own lips. He (Mr. Dunsmuir) would never be found interposing his personal interests against the wishes of the country. (Renewed applause.)

Referring to the work which is now proceeding in the development of the Victoria Terminal Railway and Ferry scheme, he believed from the work now going on, that Victoria would in a few months find itself enjoying the terminal advantages of a great transcontinental railway. In a few months it would be possible for the C. P. R., the Great Northern and the Northern Pacific to bring their trains right into the city of Victoria by fast ferry.

The splendid facilities which Victoria would thus enjoy in the near future were due in no small measure to the efforts of Mr. E. V. Bodwell. (Applause.)

Vancouver Island was about 235 miles long—that was something to save in a sea voyage. It was very important that that distance should be saved in the transportation of mails and passengers. He referred to the big business being done by the White Pass railway, and the great project now on foot to build a railway from Valdez to Circle City, with a branch down to Dawson. When this latter line was open, which would be at no distant date by far the shortest way to reach Puget Sound would be to utilize the railway from the North of Vancouver Island, thus saving the fogs and the inconveniences of a long ocean journey. This would serve to indicate what an important factor the railway on the Island would be in connection with the traffic business of the Great New North. (Applause.)

Then again, looking to the little city across the straits—Port Angeles—what did they see there? Great activity in respect to railway development. Look why was this activity being shown by the large transportation companies at this time at that point? Because of the immense timber resources of the state of Washington, which outside of Vancouver Island possessed the only good timber limits on the Coast.

It would thus be seen that Vancouver Island occupied a most important and enviable position with respect to the railway development. On the North she would have great transcontinental lines reaching across the continent to the Pacific; on the South she would have the many lines centering on Puget Sound. All of these railways would only be too glad to connect with the Island railway system. (Applause.)

He was very much astonished to find a disposition among a certain class in the community to regard with fear and trembling the possibility of rival towns springing up on the Island. They would have to go back to the days of the Puritan Fathers to find a parallel case for such an absurd sentiment. He had thought that the people of Victoria were prepared to take a wider and a broader view of the possibilities of Vancouver Island. "Why," said the speaker, "if cities and towns were springing up on this Island within shouting distance of Victoria it would be all the better for Victoria." (Loud applause.)

Continuing, he turned to the map and explained that three routes had been mentioned in connection with the proposed extension of the road to the North end of the Island. The first was from Wellington. This line would run North close to the Coast, where the land, he understood was not particularly good; but the country was flat and the railway could be easily constructed in that district. There was a great deal of timber South of Comox, and the country was, he understood, fairly well mineralized in that vicinity.

Another suggestion was to branch off from Duncans to Alberni, and continue North from the latter point. This route had recently been partially surveyed by the order of the Provincial Government, and he understood found to be quite feasible. Mr. Dennis Harris had reported that this portion of the country was rich in fine timber, and that it was also well mineralized. The starting point of this route (Duncans) was equi-distant from Nanaimo and Victoria; thus both cities would be on an even basis in the matter of trade advantages. In the vicinity of Cowichan lake there was excellent agricultural land, and splendid mineral deposits.

Extending the line by this route to Alberni, and then back to Comox would make the line a most advantageously laid-out one, as it would zig-zag across the Island, touching salt water at four points with good land all along. He favored some such plan for the route of the line North, zig-zagging across the Island to reach all the important points, at the same time constructing a railway which would not be very much longer than if it followed the tortuous East Coast line up to Hardy Bay. In this way he contended there would be a railway, if the proposition were feasible, which would commend itself at once to each and all of the populous districts now in existence on the Island. And such a road ought also to commend itself to Mr. Dunsmuir. (Applause.)

The proposition, however, was one which demanded the most careful consideration of the representatives of the people before it received the endorsement of the Federal and Provincial Governments. This Island of Vancouver, he said contained approximately an area of 16,000 square miles. It was larger than the Mainland of Nova Scotia, which supported a population of 350,000. It was slightly larger than Switzerland, which had a million and three-quarters of cultivated land, and exported fruit annually to the amount of $30,000,000. It was 50 per cent. larger than Belgium. And not one of those places compared in richness and variety of resources with Vancouver Island. (Applause.) Not one of them would compare with Vancouver Island in timber resources, nor in the value of its minerals.

Look at our immense coal deposits! "Gentlemen," he said, "you simply don't know anything about the marvelous resources of this Island." (Loud applause.) Look at our fisheries and the enormous markets which are opening up for them! He would venture to say that Switzerland had not as large a proportion of cultivable land as Vancouver Island, but whether that was so or not we do know that he have 140,000 acres of land which we did not know of until Mr. Gray, the surveyor, discovered it for us: and none of us know what great tracts of fine land are yet undiscovered. We know that we have everything on the Island which ought to support a large, prosperous, and contented people; and now had come a time when all should unite for the opening up of this magnificent heritage—local jealousies should be laid aside, and all on the Island should join hand in hand in determining upon the construction of the railway enterprise which is proposed. (Great applause.)

H. D. HELMCKEN, M. P. P.

H. D. Helmcken, K. C., M. P. P., was the next speaker. He was invited to participate in the meeting, and was delighted at the large audience, which showed Victoria was determined to do something for development of Vancouver Island. He extended felicitations to Mayor McCandless on his recent victory, and wished him every success. He showed that what was being now attempted was only repeating what many in the history of Victoria had done before, but there had never been a meeting which aimed particularly at the development of Vancouver Island. He referred to the part which his father had played in the agitations of years ago, which aimed at Island development by means of a railway. He read extracts from several letters which had been sent to the press by Hon. J. S. Helmcken in 1886 and in more recent years. He did so in order to show that there never was a difference of opinion in Victoria regarding the feasibility of the scheme. He thought a provisional committee should be appointed to gather data to foster the agitation, and to carry it to a successful conclusion. He would do what he could to help the matter along. There was no political significance in the movement, and it was gratifying that the people of the rest of the Island were co-operating. As far as the direction, route, and terminus of the railway was concerned, it could not be settled tonight. But a provisional committee could do work in directing the agitation along the best and most advantageous lines. He concluded by expressing his determination to do everything possible to further the project, which meant so much towards the development of the extraordinary richness of the marvelous Island of Vancouver. (Loud applause.)

R. HALL, M. P. P.

R. Hall, M. P. P., was next called upon for a few remarks. He said he was not intending to make a speech when he came to the meeting, but it was a pleasure nevertheless to address so fine a meeting on such an important topic. The big audience showed that the people of the Island were at last aroused. It could not be charged that they were acting narrow-mindedly or hastily. No; the time was now ripe when the people had the right to demand what they were entitled to. Victoria had always been willing to assist railway construction in other portions of the province, and he did not think the Mainland would object now for to give the Island a railway. He told of the character of the magnificent resources of the Island, and when they came to ask for assistance from the Governments they would not hesitate. Anything he could do to help the project would be done. If the same united front was continued, success would surely come. (Applause.)

DENNIS HARRIS, C. E.

Dennis Harris, C. E., was the next to address the meeting. In '91 he was requested by the Board of Trade to survey a route to Alberni, and during that exploration it was found necessary to follow the Nanaimo and Cameron river. This summer's exploration was in a different direction. As his report was not before the Government he could not say much, but the route from Duncans to Alberni was entirely feasible. He explained the character of the country through which the line would pass—splendid timber, good fertile land. Near Comox there was a lake situated quite high in altitude, which would have to be circled. Regarding the mineral bodies, from his recent experiences on the survey trip there was every reason to believe that they were great. He hoped some day that there would be a line to the North independent of the E. & N.

F. MOBERLY, C. E.

F. Moberly, C. E., next took the platform. He did not think there was very much more to be said. The Island needed railway construction, and this could only be obtained by unity of action. He advised them all to be "loyal to ourselves and the Island."

MR. HEDDLE.

W. T. Heddle, president of the Nanaimo Board of Trade next addressed the meeting. He opened his remarks by reading a resolution passed by the Nanaimo Board of Trade, endorsing the project to extend the railway to the North end of the Island. Regarding the route of the proposed road, it ought to be the right plan—then they would have the support of everybody on the Island. All had faith in the Island, and the hour had now arrived for unity of action. He favored the appointment of a provisional committee, so that attempts could be made to get all the people of the Island in line. He pointed out that the West Coast contained no agricultural land—on the contrary the East Coast was more even in its formation. He did not wish to convey the impression that the line should follow the East Coast, it would run 20 miles back from the Coast. He had personal knowledge of the Island and there was much fine land. The advantages to be gained by following the East Coast were, he thought, greater than by going up through the centre of the Island. He concluded by urging unity of action, and grim determination until the road was an accomplished fact.

MR. HARRY SMITH.

Mr. Harry Smith, of Duncans, was the next speaker, and he delivered a forcible, convincing, and instructive address. He stood before them first as a resident of Duncans, but also as a citizen of Vancouver Island, of which he had been a resident for the past six years. He had the interests of the whole Island at heart, but he could not help alluding to one incident which showed just grounds perhaps for local jealousies arising. At a recent banquet in Duncans a speech had been made by Hon. Col. Prior, and it was reported in the Colonist, and the Colonel is said to have predicted that Duncans was to be the great Island terminus, and Victoria and Nanaimo mere suburbs. (Laughter and applause.)

He was glad to see such a large number of old men present, but he also wanted to see the young men taking an active interest in this question of Island development. He had traveled all over the world, and had been in all countries, but he had come back to the old flag and to Vancouver Island, the "garden spot of the world." (Applause.) He had spent the past six years in the district between Duncans and Alberni, mainly in the mountains, and therefore knew the country well. He could say truthfully that the mineral richness of that portion of the Island was simply beyond imagination. He had come to Victoria a few years ago and offered the Tyee mine for sale for $750, but he got no takers to his proposition; now the Tyee mine was worth $750,000! (Applause.) There was enough ore blocked out in the mine to keep the smelter running night and day for three years. The Tyee was only one of two great mines on the Island. The Lenora mine on Mount Sicker was the only mine in British Columbia which had ever paid from the grass roots.

As indicating the richness of the particular portion of the Island with which he was more familiar, he told of the vast business done by the Cowichan Lumber company, which had headquarters at Duncans. There was enough timber in the district to keep the mill going for 20 years, and in the last season they had rafted down 10,000,000 feet of logs from their timber limits. But there was another industry of which Duncans was proud—its trout fishing, the finest in the world. (Laughter and applause.)

Continuing, he claimed that with the knowledge he had of the country, it would be a paying enterprise for any company to build a railway to tap that country alone, even if it did not go any further North. (Applause.)

Concluding, he expressed the great pleasure with which the people of Duncans viewed the movement which had been started in Victoria for the railway, and he urged his hearers not to let the matter drop, but to proceed on until they had gained what they were working for.

SENATOR MACDONALD.

Senator Macdonald thought the meeting was a very important one. All were agreed that we wanted the country opened up, but nobody had suggested any definite scheme. Mr. Dunsmuir had got a charter for the road two years ago, and he went to Ottawa and got another charter—a Dominion charter. How was that charter to be got around unless a new company was formed? He had expected that some allusion would be made to a definite scheme. He believed, of course, that Mr. Dunsmuir would go ahead if he got the Dominion subsidy. There were two important matters now before the people—the Coast-Kootenay railway and the road across the continent and down the Island to Victoria. If they got the latter they would get half way up the Island at once.

A Voice—How would that help the prospector or the agriculturist?

Continuing, Senator Macdonald said what was wanted was a commercial road—a Bute Inlet road down the Island. Did they want it to go to the North end of the Island? No; they did not. Common sense must be brought to bear—and the Bute Inlet road and the Coast-Kootenay road must be obtained first.

D. W. HIGGINS.

D. W. Higgins next took the platform. He pointed out that much of the mineral lands of the province in the railway belt were tied up, which had very much retarded the progress of the province. At the time it was granted there was an epidemic of land-giving all over the world. The grant to the E. & N. was two million acres. The men who were most deeply interested in getting the road to the North were the E. & N. people. It would be found that they would not give a cent to aid the project. If Mr. Dunsmuir wanted to help the Island he would surrender a large portion of the land to the people, or else throw it open to taxation.

Mr. Robertson—Why did you support the grant?

Mr. Higgins—Because I was a damned fool. (Laughter.)

Continuing, he said a town was just across the straits—Port Angeles. A railway boom was being agitated there. Why, because of the valuable timber resources of Washington. The railway was going to be built without a dollar of subsidy. He was in favor of the Island railway, but wanted the Bute Inlet road also. (He moved the following resolution:

Resolved that a railway to the Northern end of Vancouver Island is necessary to insure the prosperity of this part of the province; and that while we heartily approve of any practicable means to secure its construction, we are opposed to any scheme of bonusing such line unless the power of fixing the rates to be charged for freight and passage be vested in the provincial government, and that should a bonus of land be given, all the minerals, coal and timber contained in the grant, shall be reserved and administered for the ben efit and advantage of the people of the province.

Speaking to it, he said he did this to atone for his past sins. (Laughter.) He had been somewhat hampered in his remarks, as no scheme had been laid before the meeting, but his resolution was a safeguard against any underground movement which might aim against the interests of the country. The resolution was seconded by Mr. Fitzpatrick.

MR. WRIGLEY.

Mr. Wrigley took the platform for a moment or two, and spoke of the advantages of Government ownership of railways, and Government control of the same. In the United States in Oklahoma for instance, a recent experiment in Government ownership of railways had been successful. He was opposed to the giving of any subsidies for railways to be built on Vancouver Island. He favored Mr. Higgins' resolution.

E. V. BODWELL.

In response to calls, E. V. Bodwell, K. C., took the platform and delivered a very instructive and valuable address, which was heartily applauded. The demand on space only permits of a very condensed report of his remarks.

He had always advocated the building of the Island railway, and had made frequent references to it in his recent political campaign. There were great natural resources in the province which the people wanted to get at. He favored the route through the centre of the Island. Before definite action on any one plan was decided upon, a great deal of information was required, and there should be absolute unity of opinion on the matter, and then their efforts would bear fruit. He was somewhat disappointed that a definite line of action had not been agreed upon by the meeting, so as to ensure the fostering of the agitation, and he favored the appointing of a provisional committee, to whom he would lend all his assistance in furthering the scheme. His remarks were greeted with loud applause.

Mr. Helmcken then proposed the resolution, which appears at the head of this report, which was carried unanimously:

JOHN OLIVER, M. P. P.

John Oliver, M. P. P., called upon, said this was the first opportunity he had of addressing the people of Victoria, and he heartily endorsed the purpose of the meeting. All must have been impressed with the fact that a great deal more information was necessary before the project could be undertaken—question of ways and means to build the road and traffic to maintain it. Referring to the E. & N. land grant, he thought it was a very serious obstacle to the development of the Island. He was opposed to further land grants to the E. & N. people. Regarding the resources of the Island—the lumber would be taken to tide water as speedily as possible, and would never be a means of swelling the traffic on the Island road. He held it was the duty of the Government to find out what were the resources of the province, and give the people information how to develop them. He advised the people of Victoria to agitate to get the Government to make an investigation of the Island's resources. The people of the Mainland were desirous of seeing Victoria advance—were in favor of all the cities which might spring up. He sympathized with Victoria's aspirations, and would do all he could to assist them.

The Mayor being requested to appoint a committee, he appointed the following:

T. W. Paterson, M. P. P., Dr Milne, C. F. Todd, S. J. Pitts, D. R. Ker, A. J. Morley, R. L. Drury, Simon Leiser, L. G. McQuade, D. W. Higgins, P. R. Brown and John Nelson, with power to add to their number. Committees will also be appointed at Dunsmuir, Ladysmith, Chemainus and Nanaimo, and at other points on the Island.

The meeting closed with a hearty vote of thanks to the chairman, His Worship Mayor McCandless.

FAMILY QUARRELS

"How many serious family quarrels, marriages out of spite and alterations of wills might have been prevented by a gentle dose of pills?" With the liver and kidneys sluggish, and torpid digestion is impaired and temper ruined