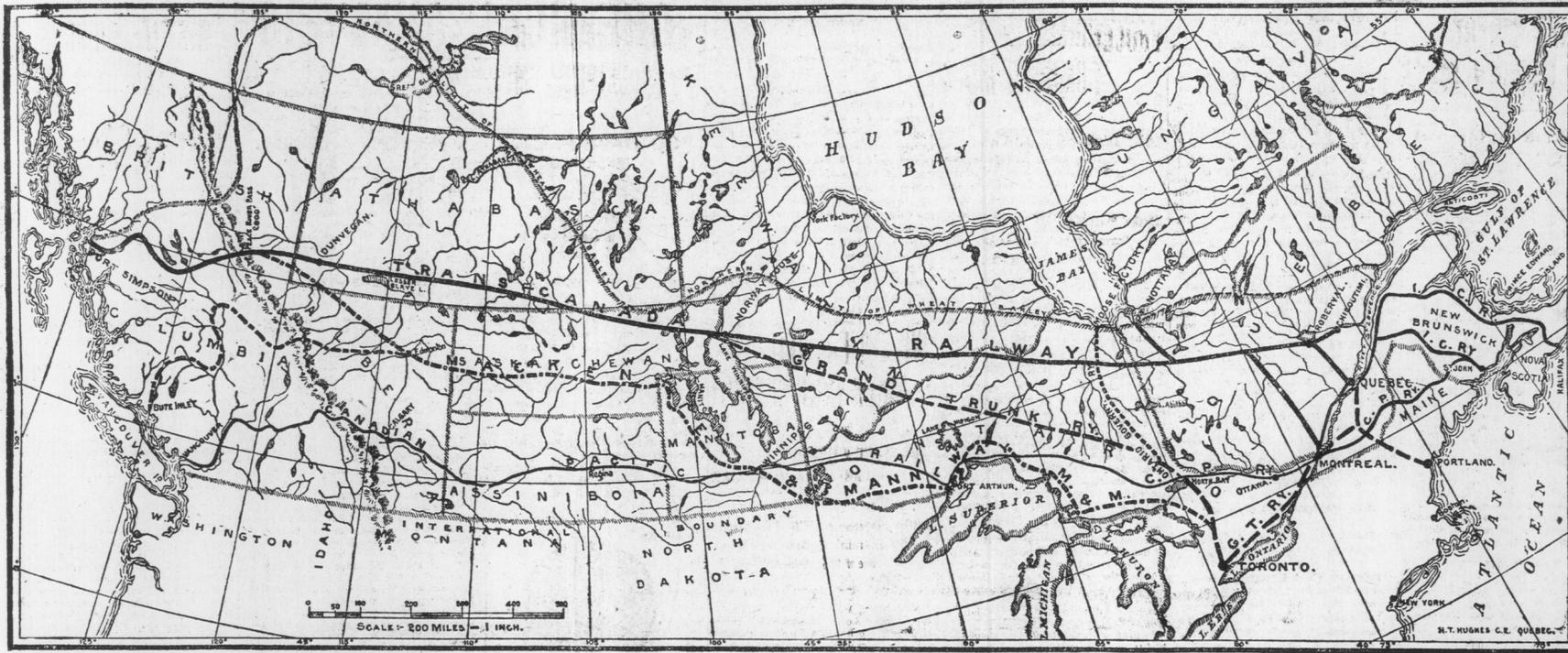


THE RIVAL ROUTES TO THE PACIFIC.



(Contributed by an official of the Trans-Canada Railway.) Four different routes from east to west are shown upon the above map. These are: 1. The main line of the Canadian Pacific from St. John to Vancouver. 2. The various sections of railway owned or controlled by Messrs. Mackenzie & Mann, which are to be connected into a through line from Toronto to Bute Inlet, with an alternative route to the coast from Edmonton, passing north-easterly to Port Simpson. 3. The Grand Trunk railway extension from North Bay in a north-easterly direction, until it strikes the line of the 'Trans-Canada' somewhere in the neighborhood of Norway House, apparently intending to follow it to Port Simpson, if the necessary legislative permission can be obtained; and 4. The Trans-Canada, the shortest, most direct and most northerly of the lot. The enormous success which has

followed the construction and operation of the Canadian Pacific railway, and the magnificent work done by it in the building of the Canadian western country is known to all men. The more northerly of the proposed transcontinental roads, namely, the Trans-Canada and the Grand Trunk railway extension, so far removed from the line of the Canadian Pacific railway that they would work it no injury. In fact a line of railway opening up the far north-west of the Dominion will be an admitted advantage to the older road, by developing a territory, portions of which, at least, would become tributary to it. The apparent disadvantage of the Mackenzie & Mann project, judged as a transcontinental highway, apart from its great length, is the fact that it parallels the Canadian Pacific railway so closely for so long a distance. The most attractive part of the Grand Trunk railway scheme is its proposed route west from the vicinity of Lake Winnipeg,

where it proposes to seek parliamentary authority for following the line secured by charter to the Trans-Canada. Should this application be granted there will undoubtedly be a very pretty fight next session at Ottawa. Less has been heard, outside of Quebec, so far, of the project and claims of the Trans-Canada than of the other proposed transcontinental routes, and, therefore, a brief enumeration of them will be interesting in view of the prominence which the subject is bound to assume at the coming sessions of both the Dominion parliament and of the provincial legislatures. Unlike any of the other routes, the Trans-Canada is to be purely a Canadian road from ocean to ocean. Not a mile of its line will be in American territory. Great things are claimed for it as an imperial highway. Should inter-national difficulties ever, unfortunately, occur between the United States and this country, it would be absolutely im-

possible for hostile forces from the other side of the boundary to reach and interrupt the service of the Trans-Canada, which runs from three to five hundred miles from the frontier, though, of course, it would be very much more difficult to defend a road which runs for so long a length so near to the boundary as the Trans-Canada. The eastern termini of the Trans-Canada at Chicoutimi and Quebec, its western at Port Simpson, and the point at which it touches James Bay, could easily be defended against all comers by British fleets, while in view of the possibility of an Anglo-Japanese alliance, it is interesting to note that the distance from Liverpool to Yokohama via the Trans-Canada, is only 9,830 miles, against 12,080 miles, via New York and San Francisco. From Quebec to Port Simpson via the Trans-Canada, the railway is only 2,830 miles, all of it south of the northern limit of wheat, while the distance be-

tween the same points via the Grand Trunk railway will be about 3,400 miles, and from Portland to Port Simpson by Grand Trunk railway about 3,600 miles. It will be remembered that the distance from Quebec to Vancouver by C. P. R. is 3,078 miles. The expected saving in both distance and gradients by the proposed road, over existing routes from Manitoba to the Canadian seaports on the St. Lawrence, is so great, that the promoters are ready to undertake to carry wheat from all points on its line in the province of Manitoba to the ocean steamer at Chicoutimi, Montreal or Quebec, at rates which will save the farmers of Manitoba and the North-west about seven cents per bushel, on present cost of transportation to the seaboard. It is claimed that this saving alone will much more than pay the total interest upon the cost of the road's construction. It is proposed to construct the entire road with steel rails and steel bridges of

Canadian manufacture, thus offering to the new steel and iron works at Sydney, Midland, Saint Ste. Marie and Hamilton an immediate market for an immense quantity of steel. The map shows that the proposed line is one of the most direct which can span the continent. Starting from deep water termini at Chicoutimi, Quebec and Montreal, for the charter provides for a line to Montreal nearly as short as that to Quebec, it is destined to traverse and develop the best part of the newly discovered wheat and timber lands of Northern Quebec in the James Bay district, to tap the whole of the James and Hudson Bay basins, to open up the valuable mineral country of Northern Ontario, to cross the centre of the rich wheat lands of the Peace River valley, and finally to reach one of the finest ports on the Pacific coast by a pass in the mountains only 2,000 feet high, as compared with 4,425 feet at Crow's Nest, and with 5,400 at Kicking Horse.

It is estimated that the arable lands to be opened up by the Trans-Canada railway could support a population of many millions, sufficient in fact, if the zone between this line and the Canadian Pacific railway were settled, to raise sufficient bread-stuffs for the British Isles and to make them entirely independent of all foreign countries. The Trans-Canada route would also favor Toronto, because the road now being built by the Ontario government from North Bay to James Bay would connect with the Trans-Canada a little south-west of James Bay, making a connection between Toronto and Port Simpson almost as short as that proposed by the Grand Trunk. But perhaps the most important claim of the Trans-Canada is that it will serve Canadian seaports exclusively, and that by means of the bridge at Quebec the Intercolonial is bound to get the winter traffic for Halifax and St. John without the possibility of its diversion to U.S. ports.

TO-MORROW WILL BE IRELAND'S HOLIDAY
HONORED BY SONS OF ERIN THE WORLD OVER
It Will Be Fittingly Celebrated in Victoria—Concert and Special Theatrical Performance.

Christian church in Ireland on March 17th. "Not very much is known about the saint, except from two or three of his own writings which he left, filled with deep piety and very shrewd Latin, but it is certain that he was born in what is now France, was twice captured and held prisoner by the roving Irish freebooters, and in 432 was sent to Ireland as his first Christian bishop, where he remained until his death, living happily by plunder, and before his coming having not a trace of fear of either God or man in his heart. "St. Patrick conformed as far as possible to the customs and habits of the people, won the confidence of the great clan leaders and so of their followers, united sons of the warring factions to the great advantage in added strength against their common enemies, and finally converted the then most powerful king in Ireland, the great Leoghaire. He is said to have founded no less than 265 different churches while in Ireland, and to have exercised a temporal influence among the various tribes almost as great as his spiritual. He seems to have directly appealed to the very human heart of his people, for of all the innumerable legends that have clustered about his name and memory few are without a dash of that whimsical and humorous sense which is perhaps the Irishman's most indelible racial characteristic. As for the snakes, it is certain that there are no snakes in Ireland now, and it has never been proved, or even charged by the most skeptical and iconoclastic commentators that there were not an abundance before St. Patrick landed, and what more proof, says the son of Erin, does anyone want of something that happened 1,470 years ago? If, on the evening of his festival, certain observers have claimed to notice a new invasion of the reptiles, but the next morning has proved the worthlessness of their alleged discoveries. The day will be honored in this city in fitting style. In Temperance hall a concert will be given, in which well known local talent will take part. In the A. O. U. W. hall the Henry Lindley Company will give a special St. Patrick's Day performance, the bill being the Irish-American comedy "The Fireman," in which among other scenes will be presented a real old-time St. Patrick's picnic. Being a son of the Green Isle himself, Mr. Lindley can be depended upon to furnish the real article. —Capt. Wm. Meyer, of this city, and Wm. Jensen, of Saanich, are about to erect an hotel and general store at Hardy Bay. The work will be undertaken as soon as the government warif is completed. A CASKET OF PEARLS—Dr. Von Stan's Pineapple Tablets would prove a great solace to the debilitated dyspeptic and indigestible. They are the most reliable and potent remedy for stomach ailments, by aiding a stimulant digestion—60 of these health "pearls" in a box, and they cost 35 cents. "Becoming" is the name of the latest physicians. Sold by Jackson & Co. and Hall & Co.—61.

JOURNALISM IN THE ACADEMY OF ST. ANN'S
Pupils Get Out a Quarterly Magazine—The Salutary Leader and Local Items.

been played and many new members have joined. A new class, has been started by the young ladies of the short-hand class, and several former pupils have enrolled themselves on the list. "An Academy girl" is a pretty little story, an account of her last term's expenses inserted: "To charity, \$3." Her mother wrote back: "I fear charity covers a multitude of sins. How much candy did you get for the \$3?" The remainder of the paper comprises "A Letter From Europe," by a former pupil; "Scientific," by the teachers; "A Bunch of Violets," a bright little story by Miss Francis Healy, who evidently believes in the adage, "Brevity is the soul of wit!"; "Paragraphs on Art," a story by Miss G. Dunne, entitled "Her First Position as a Stenographer." Miss M. Brown has written a pretty little story on "The Old Homestead," and Miss G. Dunne has given a very creditable description of the last visit of the Lieutenant Governor to the Academy. There are also several other brief stories, together with the biographies of Jean Francois Millet, Ludwig Von Beethoven and Edgar Allan Poe. The students have not yet advanced this work sufficiently to be put in print, but it is nevertheless neatly written and put together, and before long they hope, through continued enterprise and energy, to convert it into a modern printed publication. Interesting Recital. Last week the students of the intermediate grades of St. Ann's Academy, having completed the study of the life and works of Longfellow, gave a very enjoyable entertainment. PROVES EXCEEDINGLY RICH. A Big Pay Streak Seven Miles Long Found on Duncan Creek. News comes from the North, reporting that a rich pay streak seven miles long has been located on Duncan creek, and on some claims miners are reeking out \$100 per day each. Details of the find on Duncan creek were brought to Dawson last month by Miners Reinert, Bosse and Believeau. They agree that bedrock ranges from 25 to more than 100 feet below the surface of the ground. On most claims water has greatly interfered with the working of the miners before they reached bedrock. Pumps have been necessary to make sinkings possible. Reinert is certain that more gold will be taken from Duncan creek than Eldorado creek will produce in the future. Claims Nos. 33 and 34 have proved the richest. The former belongs to John Letourneau and the other to Henry Cantin. The pay streak is now located extends from No. 7 above to 104 above. On the latter Bosse recently took out \$130 to a pan. Miners' machinery and supplies will pour into the Duncan creek camp this summer. DR. AGNEW'S OINTMENT CURES PILES—Itching, Bleeding and Blind Piles. Comfort in one application. It cures in three to six nights. It cures all skin diseases in young and old. A remedy beyond compare, and never fails. Sold by Jackson & Co. and Hall & Co.—61.

ROSSLAND OUTPUT
Last Week Amounted to Nearly Eight Thousand Tons—News of the Mines.

Two important ore strikes were reported in Rossland camp last week. At the Green Mountain mine, a diamond drill ran for 40 or 50 feet through a body of concentrating ore, containing patches of high-grade shipping ore. The management announces that the workings will be carried immediately to the 600-foot level, an additional depth of 200 feet, and cross-cuts run off to tap the ore bodies at that depth. It is expected that good paystreaks will be disclosed. A winding plant, capable of reaching the thousand-foot level, will be installed at once, the cost of the additional plant and work outlined being estimated at \$25,000. Large samples of ore from the 900-foot level of the White Bear mine taken into Rossland have attracted great interest. The impression is that the future of the mine is assured, and that it will be producing ore on a considerable scale within the next few months. Two machines were breaking ore at the Kootenay mine, in pursuance of the programme outlined for the property. Manager Thompson is in Denver, looking into the various processes of reduction in price in Colorado. The crews employed in the Rossland mines are as follows: Le Roi, 300; War Eagle and Centre Star, 299; Justice, 75; Kootenay, 30; V. det. 3; Number One, 21; White Bear, 18; Sierra Reduction Works and O. K. Mine, 15; total, 868. The shipments for the week are: Le Roi, 4,917; Centre Star, 1,200; War Eagle, 870; Velvet, 175; Le Roi Number 2, 735; total for week, 7,957; for year to date, 70,036. The inauguration of important improvements at the Canadian Smelting Works at Trail is announced. The experiments in the refining department of the smelter are practically completed, after having extended over a period of almost a year. Now drawings and plans are being made for a refining plant to produce from 10 to 12 tons of pure metal lead per day. An interesting feature of the plan is that they will probably include apparatus to treat the slimes of the production of pure silver, pure gold and copper sulphates. Two large electric generators have been ordered for the new plant, and it is probable that two generators of twice the capacity of those purchased and installed at once, making a battery of six generators. The generators are utilized for transforming the alternating or three-phase electrical current into the direct current used exclusively in refining. The statement is made that the metallic lead produced at the refinery in connection with the smelter is of no less than .999 purity. FOSSIL PILLS—The demand is great, of their worth. Dr. Agnew's Liver Pills are beating out many fossil formulas at a quarter price. Their better results, better doses, and 10 cents a tin. A thousand ailments arise from a diseased liver. Keep the liver right and you'll not have Sick Headache, Biliousness, Nausea, Constipation and Sallow Skin. Sold by Jackson & Co. and Hall & Co.—61.

DUNSMUIR WILL CASE
Edna Wallace Hopper Must Put Up Additional Security—The County Court Sitings.

conducted the trial for Ahiers, A. F. W. Solomon opposing him. Norris vs. Moffat et al. an action for damages for non-delivery of a cream separator, was dismissed without costs, prior for plaintiff, T. N. Miller contra. Weiler vs. Vernon, and Warner vs. Weiler, an interpleader issue on which judgment was reserved. G. E. Fowell for plaintiff, J. P. Walls contra. THAT SAME OLD PAIN IN THE BACK MAY LEAD TO DIABETES OR THE DREADED BRIGHT'S DISEASE. Unless It is Promptly Banished by Dodd's Kidney Pills—Berlin Man Talks About It. Berlin, March 13.—(Special)—The remark "My back is bothering me again," is so frequently heard, nowadays that it has become a household word. Many people look on pain in the back as something too trivial for more than passing notice. They forget, and often until too late, that it is one of the surest symptoms of Kidney Disease, and unless cleared out of the system will almost inevitably lead to Bright's Disease, Diabetes, or some of those other terrible complaints which are but Kidney Disease in a more advanced stage. This is what makes the case of Andrew Hauss, of this place, of particular interest. "I had been troubled with a pain in my back for a year," said Mr. Hauss. "I tried everything I could think I could get to rub with or to take inwardly, but could not get relieved from it. One day I was advised to use Dodd's Kidney Pills, which I did, and I got better from the time I started to take them till I had finished one box, when I was completely cured." All Kidney pains and dangers are fore Dod's Kidney Pills.

DOAN'S KIDNEY PILLS CURE
BACKACHE
LAME BACK
RHEUMATISM
DIABETES
BRIGHT'S DISEASE
DIZZINESS AND ALL
KIDNEY & URINARY DISEASES
ARE CURED BY
DOAN'S KIDNEY PILLS
Price 50c. per box or 3 for \$1.25. All Dealers or The Doan Kidney Pill Co., Toronto, Ont.

Are Not a Cure-all
But a
Pill for the Kidneys
Only.
They go straight to work at the right spot and set the kidneys working properly, stimulate their action, and enable them to carry off the impurities which would otherwise circulate through the system, brooding disease. Mrs. E. M. Crooks, Seal Harbor, N.S., tells how she was cured. "I had all the symptoms of kidney disease—my back was so lame some days I could hardly walk, my urine was scanty and highly colored. After taking only two boxes of Doan's Kidney Pills I can now do all the work I care to do, and am free from kidney trouble. They are the best pills I ever took."

BEING AS A HOUSE

VICE R. EMPLOYEES

Bojor Maru Com-Passage From East.

ry requisite for the number of men, the number Yosemite was port a few days ago, to Vancouver has a temporary home whom the C. P. employed along the

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