ther Obstacle

Differ on the Punishment to Be Inflicted on Tuan.

United States, Russia France Against the Death Penalty.

nce However Will Not ere With the General Negotiations

n, Nov. 24.—"A serious divergence has arisen in Pekin," says the Tien Tsin correspondent of the Daily Mail, Wednesday. "Japan, the United States, Russia and France favor delivering a milder punishment than the execution of Prince Tuan and others; Great Britain, Germany, Austria-Hungary and Italy deem anything less than death penalty useless.

important decision has been arrived at, however, that this divergence will not interfere with the general peace negotiations.

her remarkable feature of the situation is the remarkable volte face of Russia, who now declines either to withdraw her troops from the province or to hand over the railway, as promised."

on, Nov. 23.—The Times this morning comments editorially in a somewhat incredulous tone upon Secretary Hay's fresh note to the powers, saying: "We cannot imagine Secretary Hay consenting to the execution of the Chinese officials after, as was understood, yielding to the French proposals."

mits, however, that so far as outsiders can form an opinion, "the United States appears to be the leading obstacle to the working of the concert of powers in China."

Tsin, Nov. 23—The Russian military authorities announce that the order closing over the railway has been extended, but no reasons are given for the step. Until Tuesday last civilians were allowed to ride free. Since that date, however, fares have been charged, and the passage tickets issued are printed in the Russian language.

THE CZAR'S CONDITION.

Rumor From St. Petersburg That He Is Worse.

Petersburg, Nov. 23—It is rumored this afternoon that Emperor Nicholas is threatened with pectoral complications, which, if they exist, would materially diminish his chances of recovery. Inflammation of the lungs is a common complication of typhoid fever in Russia. Thus far there is no official confirmation of the rumor.

is, Nov. 25.—"A diagnosis of the Czar's malady," says a despatch from St. Petersburg to the Siecle, "shows that he has typhoidic enteritis. His heart is affected, and his intellectual powers are endangered."

SMALLPOX AT NANAIMO.

e New Cases Discovered and Placed in Isolation Hospital.

naimo, Nov. 23.—(Special)—Three smallpox cases were discovered this afternoon, and, after an examination, ordered to the isolation hospital between the Stage and Departure Bay. One man is a resident here; the other two came on the stage from Extension. One of the latter cases is very bad, the patient's face being much disfigured. The board of health met again to-night and decided to adopt most stringent precautions. All the other patients have quite recovered, and their isolation period expires to-morrow.

CANDIDATE CHOSEN.

r. Gross to Be Liberal Standard-Bearer in Welland Bye-Election.

elland, Ont., Nov. 21.—At the Liberal convention for County Welland, the vacancy in the provincial seat for which is vacant by the resignation of W. M. German to sit for the Commons, J. F. Cross, of Welland, was selected. The election will probably be about the middle of December. The last two provincial byelections have gone Liberal by acclamation, though in both cases Conservatives were elected at the general election. The Conservatives will make an attempt to capture the seat.

BALLOTS STOLEN.

arlottetown Despatch Says Box Was Broken Open.

Halifax, Nov. 22.—A despatch from Charlottetown, P. E. I., says: "The ballot box which was missing for a while, was found in a gutter alongside the railway track, broken open and its contents removed. No ballots were discovered. Under the circumstances, the official returns from the division will be withheld. A re-count is in progress." The declaration in East Queens, P. E. I., takes place on Monday.

WARLIKE ROBBERS.

rain Rustlers Fortify Themselves and Defy the Law.

Little Rock, Ark., Nov. 22.—Five men, who held up an Iron Mountain passenger train last night, near Gifford, have been surrounded by a sheriff's posse, three miles from Gifford. The robbers have fortified a cabin and refuse to surrender. Reinforcements have been sent to the aid of the posse.

SHOUT ONLY.

Paris Begged to Cry Welcome to Kruger, But to Do Nothing.

Paris, Nov. 22.—The committee of Boer independence has posted a placard in Paris, calling upon Parisians to give Kruger the warmest possible welcome. "Welcome him," says the appeal, "in the name of that liberty which you all have at heart. Give him a most positive testimony of our profound admiration for and ardent sympathy with the race of heroes of which he is a magnificent incarnation.

"Paris should say to Kruger that she is entirely with him in his mission. Paris should warm again by its flame an old man overcome with mourning, who remains steadfast in defence of his country. Nothing, however, should be done, nothing should be said that might embarrass the work he comes to accomplish. Cry only 'Long live Kruger, long live the Boers, and long live the

Fast Steamers For Skagway

Arrangements Being Made For Faster Steamers For the Northern Route.

Increased Steamship Facilities Planned For Next Season's Business.

There are to be many new steamers on the Lynn canal route next spring when navigation opens in the North and the tide of travel and movement of freight commences again. The C. P. N. Co. have promised to improve their service by the addition of fast vessels, one of which is to be the Charmer, it is said; the Pacific Coast Steamship Co. also speak of new and faster vessels to be added to their fleet; a representative of the McIvors—according to reports that come frequently from Vancouver—tells of new vessels to be brought around and placed on the northern route by that well-known firm; and now comes a statement from the Washington & Alaska Steamship Company, owners of the steamer City of Seattle, that a new, larger and faster vessel than that fast liner is to be placed in service by them next season. Recognizing the fact that the tide of travel will go to the fastest and best equipped steamers on the route, all the transportation companies are planning improvements in the service to the North.

The Washington & Alaska Steamship Co. propose to make radical changes in their northern service by February 1. Officers of that company state that already a second fast steamer has been secured, which, with the City of Seattle, will maintain a speedy express service between the Sound and Skagway, sailing every five days from each terminal. None of the officers of the company are yet willing to announce the name of the new steamer, but they state she will be a little larger than the City of Seattle, having accommodation for 175 first-class and 200 second-class passengers. They expect that she will average 16½ knots an hour, and will be able to make 20 knots if necessary.

It is also reported that arrangements are being made to replace the steamers Aberdeen and Ruth with two fast freight vessels, of a speed of at least 12 knots an hour.

The river companies operating on the Yukon are also planning to increase their fleets. As announced in the Colonist, the Canadian Development Company intend building three new steamers; and the Klondike Corporation state that they will also build new vessels; and, too, independent owners are talking of building stern-wheelers for service on the northern rivers.

Not only on the Yukon will there be new steamers this coming season. Already three different parties—Jack Dalton, C. Gardiner and Capt. John Irving—have spoken of building stern-wheelers to operate on the Chilkat to carry the miners and their freight to the new gold fields on Bear and Clear creeks, in the Chilkat district; and companies are also talking of steamers for the Stewart river, where there is expected to be much travel and demand for freight space this coming season, owing to the stampedes to the new district on the Stewart.

That the river steamers have paid on the Yukon is a well-known fact. A recently returned navigator of one of the K. C. Co.'s steamers, the Flora, says that on her last trip, on which she left White Horse on October 2 and arrived at Dawson three days later, she pushed a scow in front of her, on which was 115 tons of freight, for every ton of which $75 had been paid to the steamboat company; and she, too, had 60 passengers, each of whom had paid $65 for his passage. There was also about 25 or 30 tons of freight on the steamer herself, for which the same charges were made of $75 per ton—a total of $13,000 or more received for the one trip, which, when the wages, cost of running, etc., have been paid, gives no small amount of profit to be earned by the little stern-wheeler in three days.

The freight shipments to the Yukon were larger this season than ever before; and those in touch with the business say that the shipments will be even larger next year. From July 1 to the end of October this year goods valued at $3,081,450 were shipped through Skagway to Dawson and Yukon points, and of this the shipments from Victoria and Vancouver amounted to $2,156,881. The amount of American goods shipped through the Gateway City in the same time was $924,562. During the same four months of 1899 the amount shipped through Skagway for the interior amounted in all to the value of $2,164,964, of which the shipments from Canada amounted to $1,449,611, and those from American ports to $715,353. The largest shipments from Canadian ports were made in August, when goods to the value of $845,918 were shipped in.

During October Canadian goods to the value of $124,838 were shipped in, while goods from American ports to the value of $89,074 were sent in. The figures show a perceptible increase in the percentage of American goods sent in during October, just prior to the close of navigation, which fact is explained by many shippers in that orders were placed in Seattle which would otherwise have been placed here, as the shippers hoped to get them up by the faster steamers sailing from the Sound, in order to connect with the last sailing Yukon vessels.

AN ELK HUNT.

Nanaimo Party Preparing For an Expedition After Big Game.

From Our Own Correspondent.

Nanaimo, Nov. 22.—Ephraim Hodgson, one of the most noted hunters of big game in this neighborhood, has made up a party to go out after elk. They will start about the end of the week, and expect to be gone about two weeks. Hodgson is well acquainted with the habits and haunts of the mighty elk, and says he can steer the party to spots where they are certain to come across plenty of them. Last season he secured two of the finest heads ever taken on the Island, and both were prepared and sent to England, and they are worth upwards of $250 apiece. One measured six feet four inches across the antlers, the other six feet eight and a half inches. With such a keen sportsman as Hodgson, there is not likely to happen the ghastly massacre as took place when a certain individual recently came across a herd of fourteen elk, bulls, cows and young ones, and slaughtered the whole lot. Hodgson is taking a camera along with him for the express purpose of trying to get a snap shot at some of the elk.

The concert in St. Alban's church on Tuesday night was a great success, chiefly owing to the splendid singing of Mrs. Maitland-Dougall, of Cowichan. Mrs. Maitland-Dougall has a remarkable voice, and uses it with consummate skill. Her choice of pieces is also masterly, each one serving to show off some fresh quality of voice undisplayed by the others. On Sunday evening she sang, to the great delight of the congregation, the fine song, "The Holy City," with an expression and feeling seldom heard here. By an unfortunate chance, the congregation of St. Andrew's Presbyterian church gave on Tuesday night a Scotch concert, assisted by Mr. Scott, the noted tenor and entertainer. It drew the largest attendance ever seen at any concert in that church, and was eminently successful from a concert standpoint. Miss Crosby, the clever young vocalist, who came from Toronto to take up her residence here, sang a number of favorite Scotch melodies, with much grace and skill, mastering the most difficult of all accents, the Scottish Doric, like a native.

The preparations for the re-union banquet to be given by the Nanaimo post, Native Sons of British Columbia, on the evening of the 27th instant, show that it will be a very imposing affair. It is to be held in the Hotel Wilson, in honor of the anniversary of the landing here of the pioneers from the bark Princess Royal, from England, forty-seven years ago. Some of the survivors of that memorable occasion will be present. It is hoped that Mr. Blenkinsop, the venerable pioneer of Fort Rupert, the second oldest pioneer in the province, will be able to attend. He came to British Columbia sixty years ago, and has lived at Fort Rupert fifty years. He remembers Nanaimo and Victoria when there was not so much as a squatter's shanty on the present site of either of them, and when Fort Rupert was the main settlement in this part of the West.

Mayor Bate will offer himself for re-election to the mayoralty of Nanaimo, and, if returned, this will be his eighteenth term in that exalted office, a record not only for the province, but for the Pacific Coast. There was some talk of bringing out other candidates, but so far no one has definitely reported himself.

J. H. Hawthornthwaite, Labor candidate for the provincial legislature, has opened committee rooms.

J. W. Pargeter, the well known poultry fancier and expert, has just secured a curiosity in the shape of the sole survivor of two hundred dollars' worth of eggs—and not very many for the money—imported recently from England by the manager of the experimental farm at Agassiz. Some of the eggs failed to bring forth chickens, and all the chicks that did come forth died, save only the solitary one referred to. The manager of the experimental farm decided that if there was a man in the country who could bring the bird to maturity it was the Nanaimo expert. He, therefore, offered the bird to Mr. Pargeter, who agreed to try his hand at raising the delicate aristocrat of the feathered bipeds. The bird is a buff hen, of the most famous strain in England at present, and if Mr. Pargeter is successful in rearing it, a valuable addition to the show birds of the Island will be the result. The result of the experiment will be watched with interest.

NELSON DISTRICT.

Construction of Roads to Give Better Access to the Mines.

From Nelson Miner.

The construction of roads and trails in the district under the jurisdiction of Government Agent Turner is about completed. During the season just closing very much has been accomplished in the direction of opening up various sections which have suffered in the past through lack of facilities. The principal undertaking in the vicinity of Nelson has been the wagon road on Forty-Nine creek, which is yet unfinished, although Foreman Walby states that he will complete the work inside of two weeks. This road, while only 3½ miles in length, taps one of the most important sections of the great free-milling belt west of Nelson. Several companies are operating on the creek, and have reached the stage where they require machinery for further development. The road will give them the facilities for taking in plant, and will be one of the leading factors in the growth of the district. The wagon road does not, however, serve the mineral properties on the head of the creek and on the divide between Forty-Nine and Eagle creeks. To open up this section a trail is being built from the end of the Granite road to the head of the creek. This work has been under way for a week.

East of the city a number of men have been employed. Eleven miles of trail was built up Nine-Mile creek to the divide, where a number of promising claims are located. As a result of this work many prospectors are working all winter who would otherwise have come out till spring.

On Duck creek, in the Goat River district, seven miles of trail was constructed. The creek is regarded as one of the leading sections of the division, and the opening of the trail will have an important bearing on its development. The Goat River trail was also extended six miles; and four miles of road was built between Rykerts and Creston. Seven miles of trail was built on Porcupine creek to the summit, connecting with the Midge creek country. Porcupine creek has been prospected extensively during the summer and a number of claims recorded which will doubtless be worked next summer.

Southeast of the city a number of trails have been built in the Lost, Hidden and Sheep creek districts, all of which have come prominently to the front this year. A wagon road has been completed on the north fork of Wild Horse creek, which is now staked almost from source to mouth. A trail has also been made from the wagon road on the main fork of Wild Horse three miles up-stream, passing the Wilcox group of claims. The Broken Hill Mining Company, which owns this property, has a crew at work now, and contemplates putting in a mill next spring to handle their ore, and the trail will be of material assistance in taking in the plant. A bridge has been built and a track constructed for some distance up Hidden creek, thereby giving transportation facilities to a section which will be heard from next season. Four miles of trail has been built from the Yellowstone wagon road to Lost creek, tapping the country south of Sheep creek. In addition to these, a wagon road was built to connect the Keystone group, now under bond to a Spokane syndicate, with the Arlington wagon road.

With the additional country rendered available for development on an extensive scale, and the general activity manifested in mining circles, there seems to be a reasonable ground for the prediction volunteered yesterday by a well-known prospector and promoter, who said: "Barring any Nome or Klondike rushes, South African wars or similar disturbances to tie up capital, the Kootenays will see the biggest development in many ears."

All Want The Railway

Spring Ridge Solidly in Favor of the Ferry Project.

Scheme Explained to Electors by Mr. Bodwell Last Evening.

With but one dissentient voice—that of the venerable W. A. Robertson—a large and enthusiastic meeting of the ratepayers of Spring Ridge, assembled in Odd Fellows' hall yesterday evening, endorsed the railway ferry project now before the people. Excellent speeches were delivered by Alderman Brydon, E. V. Bodwell, P. C. Macgregor, E. Bragg and others. The arguments advanced by D. W. Higgins and D. R. Ker were taken up by Mr. Bodwell and dealt with in his characteristically vigorous fashion, the true position which Mr. Ker occupies in the controversy being shown up in a light which left no doubt in the minds of those present that he is hardly an individual who can view the subject dispassionately.

S. Perry Mills, Q. C., was chosen as chairman, and on the platform were Charles Todd, S. J. Pitts, E. Bragg and Dr. Jones. In his opening remarks, Mr. Mills quoted a passage from Shakespeare: "Now is the winter of our discontent made glorious summer by this sun of York." Mr. Bodwell was the "sun of York," which would beam upon the city in the winter of its discontent. He thought the railway by-law, if passed, would prove a benefit to the city. If the line proposed were constructed, no doubt a line of steamers to China would afterwards be established. He exhorted all workingmen who had votes to go to the polls and vote for the by-law.

Ald. Brydon was the first speaker. He told, in opening, of how the council had endeavored to safeguard the interests of the city in framing the by-law; and it was an honest piece of legislation. There were no hole-in-the-corner meetings, every clause being discussed openly from the start. Some objections were raised as to Section 8, where "permanent" running privileges were given over the streets. The streets named in the by-law were enumerated, and if more streets were required a new by-law would have to be submitted. It was plain that if the company did not carry out its compact not one cent would be paid, and the company would lose all its rights and privileges. It had been asked who was the company? He thought it did not matter much who formed the company, if the by-law safeguarded the rights of the citizens. Mr. Ker said they were paying too much for the scheme. The market had never paid, and the company, in taking it over, had to maintain it for 25 years, and afterwards hand it over in good condition. This did not look like a losing proposition. Then it must be remembered that the company did not receive a cent until the railroad and ferry had been completed. The by-law provided absolutely that no Chinese or Japanese could be employed during the construction or afterwards. He was confident the by-law would be ratified by the citizens. (Applause.) Those who were opposing the scheme now were those who, a short time ago, were in favor of bonusing the C. P. R. Co. to put on a fast steamer to Vancouver. He read a list of the merchants who paid wharfage and what they were charged. It would be obvious that the city would benefit very materially if this wharfage could be saved. There was no reason why Victoria should not assert herself at this time and free herself from the tyranny of this local company. Explaining in detail the advantages of the scheme, Ald. Brydon thought much benefit would accrue to Victoria owing to the opening up of the Fraser valley. How could the scheme be honestly opposed? He could not understand it. Some people expected too much. Well, small things were the precursors of larger things. The Island was rich in natural resources in itself, and the development of them alone would mean much for Victoria. No doubt other projects would follow fast on the heels of this scheme if it were consummated. It had been stated that Victoria was nothing but a residential point; but we have an immense wealth behind us, which should give us confidence in the future. (Applause.)

Mr. Bodwell was the next speaker. He commenced by saying all must be impressed with the very excellent address delivered by Ald. Brydon. The council had manifested a disposition to deal fairly with the proposition, and as a consequence the meetings were happy and harmonious. The by-law was, of course, a tedious document, but he had reduced in an epitomised form the terms of the agreement, so that the citizens could see exactly what the plan was, as follows:

A COMPANY IS TO BE INCORPORATED at the next session of the Provincial Legislature for the purpose of constructing and operating

(a) A Railway over the streets of Victoria to connect the Victoria & Sidney Railway with the Esquimalt & Nanaimo Railway.

(b) A car Ferry Service between the Terminus of the Victoria & Sidney Railway and a point at or near the mouth of and on the south side of the Fraser River.

(c) A Railway from a point at or near the mouth of and on the south side of the Fraser River and extending in an easterly direction through the centre of the Delta and Surrey Districts to a convenient point of connection with the New Westminster and Southern Railway (now operated by the Great Northern Railway Company) with power to extend the Railway to Chilliwack or other points east of the connecting point with the New Westminster and Southern Railway. (Clause 1 of Draft Agreement.)

The Company is to commence construction of the two Railways within six (6) months from its incorporation by the Legislature and both railways are to be completed within two years from such incorporation.

An efficient Railway Ferry Steamship capable of transferring and with suitable accommodation for at least 400 passengers and not less than eight loaded freight cars of standard guage and 30,000 pounds minimum load capacity is to be put in operation within two years from the incorporation of the Company, and is thereafter to be operated as a continuous service between the Victoria-Sidney Railway Terminus, Saanich Peninsula, and the Terminus of the Mainland Railway at the mouth of and on the south bank of the Fraser River. The speed of the Car Ferry Steamship is to be at least fourteen miles an hour. (Clause 2.)

One passenger train each way is to be run daily over both Railways and connections.

The ferry is to be operated so as to connect with such passenger trains without undue delay.

The said Railway and Car Ferry Service is to be IN ADDITION to the service required from the Victoria & Sidney Railway by its Agreement with the Victoria Corporation. (Clause 3.)

The Company is to enter into such traffic agreement for at least five years with the Great Northern Railway Company as shall procure the transportation over the Railway and Ferry of the Company of all freight sent over the Transcontinental Line of the Great Northern Railway designed for Victoria. (Clause 4.)

The Victoria Corporation can cancel or agree to modify the terms of its arrangements with the Company if at any time in the future the terms of its arrangements with the Company if at any time in the future the Railway Ferry Services ceases to be used as the main thoroughfare for the transportation of through freight consigned over the Great Northern Railway to Victoria. (Clause 4.)

If the Ferry Service is ready for operation before the Railway on the Mainland is completed it is to be operated (until the Railway is completed) between the Victoria-Sidney Terminus and Liverpool, the present Mainland Terminus of the Great Northern Railway on the south bank of the Fraser River opposite New Westminster. (Clause 6.)

The local passenger rate between Victoria and the junction with the Great Northern Railway is not to exceed two dollars each way. (Clause 7.)

IN CONSIDERATION OF THE CONSTRUCTION AND OPERATION OF THE Railway and Ferry System above mentioned, the CITY OF VICTORIA GIVES THE COMPANY THE RIGHT to construct its Railway within the City over A Street, Bay Street, First Street, Blanchard Street, Fisguard Street, Cormorant Street, and Store Street, and all intersecting streets.

Subject to the following provisions:

No double tracking except reasonable switching facilities to be permitted.

Construction of road beds, laying tracks, etc., to be approved by City Engineer. (Clause 8.)

The Speed of trains through the City is not to exceed six miles an hour. (Clause 16.)

The Victoria Corporation is to acquire legislative authority to lease the Market Building and premises to the Company for 25 years at $100 per annum rental, subject to covenants by the Company to insure for $25,000 and repair with option in the City to renew the lease for further 25 years at a rental to be hereafter agreed. (Clause 17.)

Lease may be cancelled if Company cease to use the Market premises as passenger or freight station. (Clause 18.)

$7,500, estimated cost of removal of Fire Department, Etc., from Market Building is to be deducted by the Corporation from the first instalment of the subsidy hereafter mentioned. (Clause 19.)

The Corporation is to pay to the Company $15,000.00 a year for twenty years as a cash bonus. (Clause 21.)

NO PAYMENT is to be made until the 30th day of June IN THE YEAR FOLLOWING THE YEAR in which the Railway and Ferry System is FULLY COMPLETED and in actual operation. (Clause 21.)

IF AT ANY TIME the COMPANY CEASES TO OPERATE AND MAINTAIN their Railway or Ferry as a CONTINUOUS SERVICE except for causes of temporary nature (to be determined in case of dispute by arbitration);

AND IF THE COMPANY by any extension of the road or change in the system deprive the City of Victoria of the traffic and passenger rates or other facilities for business which would ordinarily obtain if the terminus of the road were continued at Victoria THEN AND IN ANY OF SAID EVENTS the Corporation can cancel the agreement with the Company and all rights, privileges and franchises granted to the Company shall thereupon be abrogated. (Clause 21.)

Before entering into contracts for the construction of the ferry steamship the Company is to advertise in Victoria the specifications, etc., to enable the local shipbuilders and others to compete for its construction, and all things being equal and conditions favorable to the interests of the Company it shall cause its ferry to be built and purchase supplies in Victoria. (Clause 23.)

The By-Law also contains provisions for payment of reasonable transportation rates to the Victoria & Sidney Railway (Clause 5) rendering the Company liable for damages and consequences through the act, neglect or default of the Company occurring in the construction or operation of the works and for payment of damages for compensation in respect of property for which the City would be liable (Clause 9), for paving between and two feet outside the rails through the City (Clause 10) limiting proportion of streets to be broken up at one time and for the steady procedure with works when commenced (Clause 11) for preventing traffic being unnecessarily impeded during construction of railway along streets (Clause 12), for approval of location of rails by City Engineer and for the laying and keeping rails flush with the level of the streets (Clauses 13 and 14), for repair of tracks, etc., (Clause 15), prohibiting employment of Chinese or Japanese persons during construction or operation of works (Clause 26).

The rate to be levied for the purpose of raising the $15,000 a year cash bonus is 1.28 mills on the dollar.

Mr. Bodwell then explained in detail each important feature of the by-law. Of course an important factor was the manner in which the project might be received by the citizens, so that the legislature might be approached for a charter. After that charter had been obtained, he hoped, active construction work would be commenced almost immediately.

The project had been attacked in certain quarters. It was asked Who were the promoters? The company knew what its plans were—knew what it was doing; and as the steps now taken were merely preliminary to further action, it could be seen there were good reasons why the names should not be forthcoming at once. A certain document had been addressed to the ladies of Victoria by certain opponents of the scheme. He thought it a most discourteous proceeding on the part of the gentlemen who signed the document.

At this stage Mr. Lugrin, who had entered the hall, was invited to take a seat upon the platform by the chairman, and he did so, amidst applause.

Continuing, Mr. Bodwell explained in detail the main features of the proposition, going over the ground covered in previous speeches, which it is not necessary to reiterate here. The plan provided that not less than two trains each day each way would run over the Victoria & Sidney railway. The corporation had power to cancel the present agreement, if circumstances arise to warrant such a step necessary. A feature of the project was that in the event of the ferry and Sidney line being in operation before the branch on the Mainland, the ferry would be required to be operated to Liverpool in the interim. The company, over the streets which the road would run, would be compelled to maintain one-third of the streets in repairs. That was a reasonable feature of the proposition. If the by-law, as at present drafted, contained any minor features which might be somewhat objectionable, they could readily be remedied, as the company was desirous of earning the goodwill of the people of Victoria. (Applause.) A lease of the market building was asked for and $15,000 per year for 20 years; but the road would be running 18 months before a cent of bonus was paid; and after that the bonus was only paid from year to year. If the contract was not carried out in the entirety the city could abrogate the same at any time, and the company's right to the bonus would cease. In short, the city only agreed to pay $15,000 a year as long as the company kept to its agreement. There was no condition of things which could prevent the city having the matter in its own hands. The aldermen had acted with great care in preparing the by-law. On the general merits and advantages of the scheme, he had not much to say, as in the Victoria theatre, he had covered those points quite thoroughly.

Taking up Mr. Higgins' letters to the Colonist, Mr. Bodwell claimed that they were calculated to create a false impression, as he was erroneous in his facts. He (Mr. Higgins) claimed that he had at last succeeded in unearthing the real promoters—McKenzie Bros., and he asked why the names were kept back. What were the facts? No one had made such a parade of Mr. Ward's telegram as Mr. Higgins. What was that telegram? Mr. Bodwell read it amidst laughter; and, continuing, he advised Mr. Higgins to stop writing letters and try and dig up his conscience from the place where he had buried it at the time when he started corresponding with the press. Mr. Higgins wound up his letters by asking: Was it true that the Great Northern had issued instructions that its name was not to be used in connection with the enterprise? It was not true that the Great Northern Co. had done so, and there were no rumors to that effect in circulation, unless they had been started by Mr. Higgins himself.

Mr. Bodwell mentioned that he had received a letter from Mr. D. R. Ker in which the latter complained that he was suffering from a severe cold which would prevent him from being present at the meeting, and asking for an opportunity to reply to any arguments which Mr. Bodwell might advance against his contentions at the Victoria West meeting.

Mr. Bodwell said he would be most happy to meet Mr. Ker at any of the meetings he had arranged, except the one at the Victoria theatre on Wednesday evening next, which would close the campaign, in favor of the by-law, which meeting, he thought, should be reserved to himself and friends. (Applause.) Personally, he was sorry that Mr. Ker was not present, as he had a few things to say to that gentleman. He believed his opposition to the project was based on selfish motives. He could not think otherwise, as Mr. Ker in his business operations derived great assistance from the C. P. R. The Brackman & Ker Milling Co. had a monopoly of the business which they conducted at Victoria, Vancouver, Nelson, Rossland, and Edmonton owing to the kindness of the C. P. R., and naturally the C. P. R. expected favors from Mr. Ker in return. (Laughter.) The C. P. R. could put Mr. Ker out of business any day in the week. He did not know if the C. P. R. had exerted any influence with Mr. Ker, but he had some knowledge of that company's great influence from his experience at Ottawa when trying to get the Kettle River Valley railway charter through the house. On that occasion the C. P. R. had not hesitated to threaten members of parliament with the loss of their seats if they did not oppose the bill.

So if the C. P. R. chose to crack the lash over Mr. Ker, he could easily imagine that the latter would jump quickly in response. Mr. Ker buys the produce of the farmers of the Fraser valley at his own price, and gets a rate of $1 per ton from the C. P. N. Co., to Victoria. Messrs. Baker and Sylvester, other local merchants, could not compete with Mr. Ker as they did not handle full steamer loads. Then, again, Mr. Ker had his own wharf in Victoria—an additional advantage. So it could be seen that he was satisfied with present arrangements, and wanted no change.

Taking up the question as to the practicability of the operation of the proposed ferry, Mr. Bodwell showed that the C.P.R. in its system in British Columbia were running car ferries at great distances in preference to breaking bulk and loading on regular steamers—from Arrowhead to Robson, a distance of 112 miles; from Arrowhead to Nakusp, 40 miles, and from Nelson to Kootenay Landing, 60 miles. All these were more difficult to operate than the ferry proposed in the project now before the people of Victoria.

Dealing with the advantages which would result to Island development from the operation of car ferries from the Mainland to Sidney, Mr. Bodwell made the statement that he had the word of the manager of the Chemainus mills for it that as soon as the proposed connection was made the company would erect dry kilns at a cost of $30,000 and immediately send travellers East to work up a market for the company's lumber at points which they cannot now reach owing to lack of proper transportation facilities. (Loud applause.) He closed by asking all who had the true interests of the city at heart to turn out on Thursday next and vote for the by-law.

Brief speeches in support of the project were delivered by E. Bragg and P. C. McGregor, and a resolution proposed by the former and seconded by Mr. Whittaker, pledging all present to work for the passage of the by-law, was passed with but one dissentent voice.

PERFECTING ORGANIZATION.

Enthusiastic Meeting Held Last Evening to Arrange For an Exhibition Next Year.

An enthusiastic meeting of residents of the city and district was held at the city hall last evening to further the organization of the British Columbia Agricultural, Industrial & Mineral Exhibition Association. The farmers showed their interest in the project by coming to the city to attend, and there were also a number of ladies present. Messrs. T. G. Earl and James Cunningham, of the board of horticulture, were in attendance, and spoke briefly to the point, promising all the assistance in their power. A committee was appointed to arrange for the dates to fit in with the circuit, which includes the Northwestern States and British Columbia, and will report in two weeks. Another meeting for the election of officers will be held in three weeks.

During the course of his remarks, Mr. Earl said the great difficulty Mainland farmers labored under in getting their produce to Victoria was the fact that there were no through cars, the produce having to be transferred to steamers. This was particularly harmful in the cases of fruit and potatoes. It might be as well that fruit from the dry belt should not come into competition with the Island fruit at the exhibition.

Mr. Watson Clark said if the Island farmers could not take first prizes against all comers they did not want any.

Mr. W. F. Best said his experience had been that exhibitions open to the world were the most successful.

Mr. Cunningham likewise advised making the scope of the exhibition as broad as possible. Everything should be done to encourage the farmers, for until agriculture was established on a firm basis, the country would be subject to fluctuations in times, caused by the ups and downs of mining.

Our Mail Order Department.

This is a special feature of our business. All orders are executed with care and promptness thus avoiding any mistakes.

All goods invoiced at the lowest possible price on day of shipment

Be sure to send enough money as it is an easy matter to return any sum that is over.

Our Terms—Cash With Order.

SATISFACTION GUARANTEED

Write for Prices.

DIXI H. ROSS & CO.

Properties For Sale by the B.C Land & Investment Agency, Limited, 40 Government Street, Victoria, B.C.

In nearly all cases easy terms can be obtained.

We have many properties for sale not included in this list. Inquire at 40 Government street.

JAMES ISLAND—Off Saanich, 1 mile: 200 acres; 35 under cultivation: 100 acres cleared, balance good land; lots of good water; 6 roomed house, barns, etc.; can also arrange to buy live stock, steam launch, boats, etc.; plenty of fruit trees of all descriptions; easy terms. Apply 40 Government street.

VICTORIA ARM—5 acres, all under cultivation, and good building site. Apply 40 Government street.

LAKE DISTRICT—16 acres, all under cultivation; seven roomed modern house, good barns, etc.; orchard. (Will exchange for one acre and good house near town.) Apply 40 Government street.

STRAWBERRY VALE PARK—3¼ miles from city; in blocks of five acres each; cheap and very easy terms; from $40 to $100 per acre. Apply 40 Government street.

YATES STREET—Near corner of Douglas; good full sized lot, $4,600. Apply 40 Government street.

TO LET—Handsome residence, nine rooms; modern in every respect; about one acre of ground, orchard, conservatory, lawn, etc., $30 per month, including water. Apply 40 Government street.

SUBURBAN RESIDENCES—A nice choice; call and see our list. 40 Government street.

LAKE DISTRICT—10 acres, all fenced; 7½ cleared; good barns, etc; 2¼ miles from city; $3,000. One-third cash, balance at 5 per cent. Apply 40 Government street.

YOUNG STREET—(James Bay.)—Eight room modern house, lot 54x130, stable etc., $2,300; easy terms can be arranged. Apply 40 Government street.

CADBORO BAY ROAD—Six roomed house, with bathroom, etc; lot 55x120; $1,700. Apply 40 Government street.

VACANT LOTS—A number of good building lots in all parts of the town; call and see our list. 40 Government street.

JAMES BAY—Two five roomed houses, $850 each; will be sold on very easy terms. Apply 40 Government street.

RITHET STREET—Good five roomed cottage, bath, hot and cold water; well drained; lot 180 feet deep; $1,400; very easy terms. Apply 40 Government street.

HOTELS FOR SALE—Call and see our list. 40 Government street.

ESQUIMALT ROAD—Two good lots off Esquimalt road; cleared; good building site; $200 each; a bargain. 40 Government street.

COOK STREET (cor. of Chatham street)—Fine two-story dwelling; one acre of ground; conservatory; $6,000; easy terms. Apply 40 Government street. B.C. Land & Investment Agency, Limited.

BLANCHARD STREET—A nice cottage in good locality, $1,800. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

A NUMBER OF VALUABLE FARMS on the Mainland, and especially in Fraser Valley. 40 Government street. B. C. Land & Investment Agency, Limited.

DENMAN ISLAND—160 acres, giving evidence of coal, $750; terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

FORT STREET—Part of the Heywood Estate; just above Cook street; fine building sites; prices reasonable; easy terms. 40 Government street. B. C. Land & Investment Agency, Limited.

ROCKLAND AVENUE — Fine two-story residence; one acre land; grand view; $6,500; terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

COR. YATES AND COOK STREETS—Two story dwelling, $3,500, $500 cash and balance at 6 per cent. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

RICHARDSON STREET—Full lot and 7 roomed cottage, $2,000; easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

HARRISON STREET—Lot and nice cottage, $1,750; $250 cash and balance at 6 per cent. Apply 40 Government street. B.C. Land & Investment Agency, Limited.

COR. MENZIES AND NIAGARA STS.—One acre, $3,500; easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

CHATHAM STREET (near Cook Street)—Lot 60x120; cottage six rooms, $1,100; exceptionally easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

JOHNSON STREET (above Douglas)—Lot, 60x120; 3 story brick and basement, 60x120; well located for factory of any kind; only $10,000; exceptionally easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

VICTORIA WEST (cor. of Mary and Frederick streets)—Two lots for $800; handsome building site; fine view of the Straits; easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

SECOND STREET—Good 2 story house and full sized lot, $2,100. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

CHATHAM STREET—Cottage and double front lot, $850, $100 cash and balance on time. This is cheaper than paying rent. Apply 40 Government street. B.C. Land & Investment Agency, Limited

COOK AND NORTH PARK STREETS—Two story building, containing two stores, leased to responsible tenant, only $2,500. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

NIAGARA STREET—1¼ lots and 2 story dwelling, $1,500; exceptionally easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

BATTERY STREET, Beacon Hill—Full sized lot and good 2 story dwelling, $2,100. This is cheap. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

FOURTH STREET—2¼ acres; has been under cultivation; price $1,750; $250 down, balance on time with interest at 6 per cent. Apply 40 Government street. B.C. Land & Investment Agency, Limited.

OAK BAY—3¼ acres, cleared; very pretty site; cheap; $1,000; $200 cash, balance on time. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

NORTH SAANICH—Three or four very good farms. Call and see our list. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

GORDON HEAD ROAD—11 acres, all cleared and fenced; barn; ready for cultivation; $1,800. B. C. Land & Investment Agency, Limited.

THE ARM—1¼ acres, cleared; waterfront; fine site for bungalow; electric light and water pipes running past premises; whole amount of purchase money may remain on mortgage at 6 per cent.; $3,000. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

GORDON HEAD—Part of section 84, Victoria district; 10 acres; well adapted for small fruit or chicken ranch; $525; easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

ESQUIMALT ROAD—Handsome building sites, just opposite naval recreation grounds; about 1½ acres; clear in order to close an estate. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

VICTORIA AND LAKE DISTRICTS—About 700 acres; within five miles from post office; 200 acres under cultivation; splendid soil; or will sell in lots to suit purchaser; very cheap. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

LAKE DISTRICT—About 50 acres, partly slashed; adjoining a beautiful farm; very good soil and level ground; cheap. Apply 40 Government street. B. C. Land & Investment Agency,