Cape Nome Goldfields

Experiences and Impressions of a Miner From the "Farthest North."

Conditions of Life and Labor in New Camp by the Shores of Behring Sea.

Jim Murphy, the well-known Klondike miner, has visited Cape Nome and has the following to tell Times readers about that camp:

Most people have heard of the untold richness of Cape Nome and its surroundings. A few words may not be out of place.

I arrived at Cape Nome from St. Michaels on the Sadie, Alaska Commercial boat, plying between said places, and on going on shore found that those rocking on the beach had been arrested by Lieut. Spaulding and his contingent of soldiers at the instigation of those who staked claims and proposed holding them. Three or four hundred men were taken from beach diggings and marched to the new barracks close to the Alaska Commercial Company's store; but could not be held owing to the fact that those who had them arrested could not support them pending final decision of Judge Johnson. So there was no help for it but to let them go back to work again, which they did. Judge Johnson gave his decision that the beach was for beachers, or those who worked there.

It was then that I heard a remark, not from one but many, wishing they were back in Dawson so they could take out Canadian citizenship papers. Probably that remark was made on account of Laplanders, Finns, and other Scandinavian people having citizenship papers out, though they could not speak, read or write English, which is in direct contravention of the laws governing United States naturalization papers.

It is also a true but sorry fact that in the winter of 1898 the employees of the several steamship companies at St. Michaels, Androski and other places formed a combination, grubstaked and sent out men to stake by power-of-attorney. It was then that the Laplanders and others staked, and those claims are mostly now in the hands of others. For instance, there are a good many in Victoria at present who know how many or about how many Mr. Ling has in hand, and not only him, but the different companies. The N. A. T. & T. Co. were paying $7 a day and board last summer on their claims. There are five or six large companies there, and they have all built storehouses; the Alaska Commercial, North American Trading & Transportation Co., Alaska Exploration, Kimball's, Simpson's, and several smaller companies, who intend to start up in the spring and who all lay claim to more or less ground. It is such that has caused the remarks of those men wishing to become Canadian citizens. Undoubtedly if power-of-attorney in United States mining laws were done away with it would remedy all that.

On the second and third day of my arrival, I, with my partner and two others tramped or waded through (whichever you like) the Tundra, but failed to find one foot of ground we could stake. We tried the creeks next day with the same results. The Tundra is nothing more or less than a large flat or swamp with Dry, Snake and Penny rivers running through it. It is about 12 or 13 miles from the A. E. Co.'s store, Nome City, to Cripple river, along the beach and about seven to nine from Nome City to the hills, where the rich claims are located, and it has been on those claims on Anvil, Dexter, Snow and others that the foundation of the richness of the country has been laid.

We then started with our rocker on the beach, and were five or six days before we struck it. I don't mean to say we got nothing, for the very first pan we got from five to seven cents, but that was not pay, though it might be for machinery, but when we did strike it we got about $1,000 in less than seven days; that was a quarter of a mile the side nearest Nome City, from the Indian village, all taken from one pocket. When worked out we prospected from there to Cripple river, but found nothing in paying quantities, though there was gold everywhere, but all the ground was worked on and there was no chance of getting anything, being occupied by others. Certainly there was a lot of gold lost through our rockers not having copper plates and quicksilver in top aprons.

The mad rush contemplated is not justified. Again, if there is any ground to be located, restaking (or jumping) claims it will be all done by those 1,600 or 2,000 men already wintering at Nome and along the beach.

I predict on information from good authority—that is, those who were the pioneers of the Nome country—that Golovin Bay will turn out equally as good as Nome if not better. I do not mean the beach, but the creeks. As to the country between Cripple river and Port Clarence we have to be shown what the results of this winter and spring prospects are. Though I heard that the officers of the revenue cutter Bear staked there with a well-known Yukoner, Hank Williams, still all rumors have got to be taken for what they are worth.

But as for the wealth of Nome, I don't think it compares with Klondike, particularly Forty Mile. I would refer the reader to a case occurring on Attwater Bar, between Napoleon creek and Walker's fork, Forty Mile district. In the summer of 1897 one Louis Peco, single-handed, rocked out over $800, which grubstaked and enabled him to prospect his Chicken creek claim. Those who intend working for wages I should advise to stop and take the Skagway route for the Klondike, as wages will not be over $2 or $3 per day and board at Cape Nome. Certainly one cannot expect as high wages as last year when men were scarce, but this year when all the Finns and Swedes and over surplus population have swarmed from Dawson and the Klondike creeks it will reduce the wages to a mere pittance.

Speaking of wages, a little incident that occurred on Nome beach during the discharging of the steamers will be interesting. The longshoremen asked for $2 an hour, which was promptly refused, the would-be "Lords of Nome" calling the police to arrest the agitators. On the policemen's arrival they failed to arrest anyone, as the agents could not point out said agitators. The men again demanded and got their $2 an hour. But it will be different this year. There will be no such wages paid at Nome; I predict it won't run over fifty cents an hour and forty cents will be a good average.

Past Record of Life Saving.

Paine's Celery Compound

Is Now and Will Ever Be the Great Home Medicine.

The past record of Paine's Celery Compound will live long in the hearts of tens of thousands of our Canadian men and women.

They can never forget the fact that it was Paine's Celery Compound that brought back strength, health and new, vigorous life after failures with the many common advertised remedies, as well as with physicians and hospital treatment.

Amongst the most notable and marvellous records of cures effected by Paine's Celery Compound in the year just closed are the cases of thousands who had been given up by physicians as hopeless.

These hopeless cases were men and women suffering from kidney and liver diseases, stomach troubles, rheumatism, nervous prostration and long standing dyspepsia—all on the brink of the dark grave.

At the eleventh hour, when hope had fled, and deep, black despondency reigned supreme, Paine's Celery Compound was recommended by some good friend as a last resort.

It did not require weeks or months for Paine's Celery Compound to show its powers and virtues. A few hours or days sufficed to convince every sufferer that he or she had in truth found a medicine that could cope with disease and death.

This past record of life saving is maintained and fortified by thousands of the strongest testimonials written by men and women now enjoying the full blessings of good health.

This glorious past record of Paine's Celery Compound as a disease banisher has given the wondrous medicine a place in the majority of the homes of Canada, where it is known as "The home physician," "The home protector against disease."

Are you a sufferer from any of the troubles mentioned above? Are you weak and nervous? Are you sleepless, despondent or morose? Have you periodical headache, poor appetite or faulty digestion? If so, try what Paine's Celery Compound can do for you. A bottle or two will give you satisfaction and delight.

AN OLD TIMER DEAD.

(Special to the Times.)

Nanaimo, Jan. 9.—Samuel Fiddick, aged seventy years, who came to Nanaimo in 1858, and who was in the Cariboo country in the early days of the gold excitement, died at his home in Cedar district this morning. Deceased was a well-to-do and highly respected citizen, and leaves a widow, three daughters and two sons to mourn his loss.

BRONCHITIS.

Mr. William Davidson, St. Andrews, Que., states: "Dr. Chase's Syrup of Linseed and Turpentine has cured me of bronchitis. I have, without success, tried many remedies for the past six years. Last winter when I had a severe attack and was unable to work I procured a bottle of Dr. Chase's Syrup of Linseed and Turpentine and am happy to state that the third bottle made me a well man." 25 cents a bottle. Family size 60 cents.

Women's Ailments

Women are coming to understand that the Backaches, Headaches, Tired Feelings and Weak Spells from which they suffer are due to wrong action of the kidneys.

The poisons that ought to be carried off are sent back into the blood, taking with them a multitude of pains and aches.

DOAN'S KIDNEY PILLS

are the most reliable remedy for any form of kidney complaint. They drive away pains and aches, make women healthy and happy—able to enjoy life to the fullest.

Mrs. C. H. Gillespie, 204 Britain street, St. John, N.B., wife of the captain of the schooner Irene, says:

"Some time ago I had a violent attack of La Grippe. From this severe kidney trouble arose, for which I doctored with a number of the best physicians in St. John, but received little relief. Hearing Doan's Kidney Pills highly spoken of, I began their use, and in a short time found them to be a perfect cure. Before taking these pills I could not stoop to tie my shoes, and at times suffered such torture that I could not turn over in bed without assistance. Doan's Kidney Pills have rescued me from this terrible condition, and have removed every pain and ache.

Their Final Session

Council of 1899 Meet For the Last Time Before the Election.

Discuss the Victoria-Sidney Railway Extension By-Law--Some Amendments.

The session of the city fathers yesterday evening was the last for all time as far as the council of 1899 was concerned, for, in all probability, the inexorable change occasioned by the elections on Thursday will have occurred and new faces will be seen in some of the chairs of the city's governing body. The Victoria-Sidney extension by-law occupied considerable time, Messrs. Belyea and Renouf, representing the promoters, being silent but interested spectators.

Before commencing the routine business, Ald. Hayward asked permission to reply to a communication in the Evening Times regarding the bridge suits, and stated that a satisfactory settlement of the remaining unsettled cases was expected.

After the usual preliminaries, the mayor suggested that in regard to the report of the publication committee a special meeting could conveniently be held to-day to make necessary arrangements, a suggestion that was adopted.

Hon. Clifford Sifton, minister of the interior, Ottawa, acknowledged the receipt of the council's resolution, re the Songhees reserve, while acknowledgments were also received from Messrs. A. E. McPhillips and H. D. Helmcken, of the report of the legislative committee re amendments in city charter. Received and filed.

J. Jennings wrote complaining of the bad condition of Tolmie avenue--portions of which were unsafe for traffic. Referred to the city engineer for report.

The city engineer reported as follows:

Gentlemen:—I have the honor to submit the following report for your consideration:

Re petition from Wm. Emery and others asking for a drain on the east side of Shakespeare street: I have examined the above locality, and think that while drainage would be advantageous, the outlet is not of sufficient depth to permit a closed drain. I would recommend a cut be opened in a northerly direction on the above mentioned street. Estimated cost, $50.

Re Rock Bay bridge: Having received instructions to proceed with the work mentioned in one of my recent reports, I now therefore respectfully recommend the floor of the above bridge be renewed immediately after the other work is completed. Total estimated cost (using four-inch cover the entire length 1,256 feet), with probable extras pertaining thereto, $1,375.

Herewith please find communication received from Mr. A. E. McPhillips, also a copy of my letter referred to therein, re drainage on Rockland avenue. I understand for the privilege of going through Mr. McPhillip's property he considers the corporation should bear the expense, the estimated cost of which is $50, including the work necessary on the street. Hoping to hear from you regarding this matter.

Respectfully submitted.

C. H. TOPP,
City Engineer.

The report was discussed clause by clause, the first two being adopted without much discussion. The communication from Mr. McPhillips, embodied in the report, aroused a whirlwind of discussion, and ultimately the engineer's suggestion on the matter was adopted.

Tenders for the printing of the annual reports were then read from H. P. McDowell, whose tender was 75c. per page, and the B. C. Printing & Publishing Company, 80c. per page. The contract was awarded to the lowest tenderer.

The clerk announced the receipt of annual reports, which were referred to the special committee for publication.

The home committee recommended the admission of Henry Rudge into the Old Men's Home. Adopted.

The finance committee recommended the appropriation of $3,438 for the payment of all accounts. Adopted.

The remainder of the evening was passed in wrestling with the various clauses in the agreement in connection with the Victoria-Sidney railway extension, the council resolving itself into a committee of the whole.

Mayor Redfern suggested that clause 8, referring to the pavement improvement of that street through which the line should run, should be considered first, and the section was finally passed, with but slight amendment.

Considerable discussion was evoked in the consideration of that section dealing with the time allowed the company for the inauguration and completion of the work, Alderman Beckwith moving that the company be allowed the period of two years from the time of the passage of the by-law, in which to commence work.

Ald. Hayward opposed the resolution on the ground that the 18 months in the clause was all that was required, for the sooner the company commenced operations the better for all concerned.

Ald. Beckwith's resolution prevailed, however, and the "two years" was substituted instead of "eighteen months."

The other portion of this clause requiring that the road should be in running order within three years after the aforementioned time limit, was also altered, the council considering that the section was rather ambiguous in this connection. Consequently, after the usual prolonged discussion, the matter was amended so as to require the completion and operation of the road within three years from the date of the passage of the by-law.

The clause (16) requiring the completion and operation of the ferry before the time when the road shall have been constructed, from a Coast terminal point to New Westminster or other point on an existing line, was ventilated in thorough manner, Ald. Beckwith advocating the substitution of the word Chilliwack for New Westminster, on the ground that the entire road should be built as soon as the ferry.

The mayor stated that the ferry might be in operation before the road was finished, while Ald. Williams suggested that the phrase should be made to read "Great Northern Railway," instead of New Westminster.

Ald. Hayward said that the object of the clause was that the ferry should be ready by the time the road was constructed, although he saw no objection to the substitution of the word Chilliwack. If the ferry was completed first, supplies could be sent from Victoria, which would mean that business benefit to the capital would accrue from the undertaking.

Ald. Stewart pointed out the fallacy of expecting the construction and operation of a ferry in the same period required in the construction and operation of a few miles of railway, and he also favored the substitution of the word Chilliwack. If the road was to be started at all, it should be constructed straight through.

This discussion might have continued indefinitely, when somebody innocently inquired if there "was a town of Chilliwack," the mayor being positive that no such town existed. Some of the aldermen were of the opinion there was such a place, but could not say for certain, while others held that the town referred to in the clause was Centralville. Finally the clause as amended passed, the word Centralville being parenthetically inserted after Chilliwack.

The uncertainty prevailing regarding the existence of Chilliwack town necessitated a return to clause 4, where the word Centralville was also inserted.

The required speed of the projected ferry boats next came up for consideration, the clause being very explicit in asking for 18 knots. Ald. Beckwith preferred 16 knots instead, as he considered this clause too arbitrary on this question.

Ald. Humphrey also thought 18 knots too high, while Ald. Stewart asked the council if any of them had ever travelled on an 18 knot boat.

After the mayor had fully emphasized the necessity of securing the best and speediest steamers in the interest of the city, the clause was passed untouched.

The clause referring to the carrying capacity of the ferry steamship was carried without opposition, as was also that referring to traffic arrangements. In fact the remainder of the agreement was passed.

At this point Ald. Williams rose and asked for a recommittal of the agreement in order that he might substitute a clause requiring the construction of the steamers, etc., in Victoria, and that supplies necessary to their operation be purchased in the city.

Ald. Beckwith herewith took a hasty glance into the past and remembered when Ald. Williams was not so enthusiastic an advocate of the home construction of ferry boats, while Ald. MacGregor quoted "Consistency, thou art a jewel," and stated also that Ald. Beckwith's principles in this matter had undergone a remarkable transition.

These little sallies raised an animated discussion over the merits and demerits of the P. & A. E. proposition and the council's attitude in the matter.

Ald. Beckwith, during the debate, stated that Ald. Williams, Hayward and MacGregor had endeavored to injure the present by-law, to which each of the latter made a warm reply, and things looked interesting, when the mayor put Ald. William's resolution, which was lost.

The committee then rose, reported the agreement complete with amendments, and asked leave to sit again. Finally it was decided to engross the agreement, and the solicitor was instructed to affix the municipal seal.

Before adjourning, Ald. Beckwith inquired of the city solicitor regarding the much mooted North Ward tramcar case, the reply being that the matter was in Mr. Taylor's hands.

The last session of the council of 1899 was then brought to a conclusion, Mayor Redfern thanking one and all for the support they had given him during his term of office, and he hoped that his successor would be as well supported. The committees had all perfected their work in a highly satisfactory manner, while as regards the civil servants, the city of Victoria was to be congratulated upon having such an efficient body. He closed by wishing all and their families a Merry Christmas and a Happy New Year.

Ald. Hayward then moved the following resolution, which was seconded by Ald. Cameron, and unanimously carried:

"That the council place on record their appreciation of the courteous manner with which His Worship Mayor Redfern has presided over our meetings, and for the hospitable way in which he has at various times entertained us, and on this, the occasion of the last meeting of the council of 1899, to bid him farewell, with hearty expressions of good-will."

The council then adjourned.

LAW INTELLIGENCE.

The Full Court is sitting again to-day and this morning two appeals were disposed of.

Northern Counties v. Nason was an appeal from an order of Mr. Justice Drake setting aside the service of a writ on the defendant in England. The question was as to whether there was proper material for the making of an order for service out of the jurisdiction. The appeal was dismissed with costs. A. P. Luxton for appellant and W. C. Moresby for respondent.

Sullivan v. Haney was an appeal from an order of County Judge Forin refusing to dismiss the action for want of prosecution. Notice of trial had been given and the case had been entered for trial and his honor held under that state of facts a motion to dismiss for want of prosecution did not lie. The appeal was allowed with costs. A. E. Galt for appellant and A. E. McPhillips contra.

The argument in Attorney-General v. E. & N. Railway Co., was yesterday concluded and judgment was reserved.

The action of Tagg v. The Victoria-Yukon Trading Co. came on for trial in the Supreme Court this morning before Mr. Justice Drake. The claim was for damages for wrongful dismissal from the defendant's employment at Lake Bennett, and a special jury was summoned to try the case. Counsel for the defence consented to judgment for the plaintiff for $306, and costs to be taxed, in consideration of the plaintiff foregoing his claim to the odd 28 cents which formed the total claim, and judgment was entered accordingly. Mr. F. B. Gregory appeared for the plaintiff, and Mr. L. P. Duff for the defence.

PNEUMONIA

leaves the lungs weak and opens the door for the germs of Consumption. Don't wait until they get in, and you begin to cough. Close the door at once by healing the inflammation.

Scott's Emulsion

makes the lungs germ-proof; it heals the inflammation and closes the doors. It builds up and strengthens the entire system with wonderful rapidity.

50c. and $1.00, all druggists.
SCOTT & BOWNE, Chemists, Toronto.

"Adversity flattereth no man," but the pains of dyspepsia turn his attention to Hood's Sarsaparilla and in its use he finds a cure.

FOUL BREATH FROM CATARRH

Tells of the Decay of the Mucous Lining of the Nose and Throat.

No symptom of catarrh causes more annoyance than foul breath. This offensive odor comes from the ulceration of the membranes, and is an indication of the decay which is taking place in the linings of the nose and throat. To the victim of catarrh as well as his associates this foulness of breath is disgusting.

To counteract bad breath and to eradicate catarrh from the system no treatment is more successful than Dr. Chase's Catarrh Cure, the only remedy that can be relied upon to entirely cure chronic catarrh.

Dr. Chase's Catarrh Cure is sent direct to the diseased parts by the improved blower which accompanies each box, heals the ulcers, clears the air passages, relieves the pressure which causes headache, stops the decay which causes foul breath, and absolutely cures catarrh and prevents consumption. 25c. a box, blower free, at all dealers, or Edmanson, Bates & Co., Toronto.

Collegiate School

VICTORIA, B. C.

Patron and Visitor,

The Lord Bishop of Columbia

STAFF:

J. W. LAING, M.A., Oxon., Head Master.
REV. C. ENSOR SHARP, M.A., Cantab.
H. J. S. MUSKETT, St. Peter's College, Cambridge.

Moderate terms for day scholars and boarders. Boys received from 8 years of age and upwards. The Easter Term will commence on Monday, January 8th, at 2:30 p. m.

Present numbers, 54.

APPLY TO HEAD MASTER.

EVERY WEAK MAN

SHOULD send for a Descriptive Treatise on the Modern and Successful Treatment of Nervous Diseases and Physical Weakness in Men, including Premature Exhaustion and Loss of Vital Energy, with other allied affections by local absorption (i.e., without stomach medicines). Revised and in progress with the most advanced researches in the subject, together with numerous recent testimonials showing successful cures. Write at once and grasp this opportunity of being quickly restored to perfect health. Sent in a plain sealed envelope, free of charge.—E. NORTON, 39 & 60, CHANCERY LANE, LONDON, ENG. Estabd. over 30 years.

Cook's Cotton Root Compound

Is successfully used monthly by over 10,000 Ladies. Safe, effectual. Ladies ask your druggist for Cook's Cotton Root Compound. Take no other, as all Mixtures, pills and imitations are dangerous. Price, No. 1, $1 per box; No. 2, 10 degrees stronger, $3 per box. No. 1 or 2, mailed on receipt of price and two 2-cent stamps. The Cook Company Windsor, Ont. ☞ Nos. 1 and 2 sold and recommended by all responsible Druggists in Canada.

No. 1 and No. 2 sold in Victoria by all wholesale and retail druggists.

NOTICE.

Notice is hereby given that application will be made to the Legislative Assembly of British Columbia at its next session for an Act to incorporate a company for the purpose of acquiring and operating the railway and property of the Victoria & Sidney Railway Company, and to extend the said railway to some convenient point on or near the harbor of Victoria in the business part of the city of Victoria, and to some convenient harbor north of Sidney; to construct, maintain and operate a railway ferry from Sidney, or some point near thereto, to a point on the Mainland of British Columbia, between the mouth of the Fraser river and the International boundary line; to build, equip, maintain and operate a railway from such last point through the Municipalities and Districts of Delta, Surrey, Langley, Matsqui, Sumas and Chilliwack to the town of Chilliwack, and such branch lines in connection therewith as the Company may from time to time deem advisable; and to construct wharves, piers, docks, warehouses, steamers and barges, and to do all other things necessary and expedient to carry out the objects of the said Company.

Dated this 29th day of November, A.D. 1899.

A. D. BELYEA,
Solicitor for the Applicants.

SEAGRAM'S WHISKIES

TAN SAN — MINERAL WATER.

Anheuser Busch — MALT LAGER.

R. P. RITHET & CO., LTD.

WHOLESALE MERCHANTS,
LIQUORS, GROCERIES, CIGARS, ETC., ETC.,
WHARF STREET.

VITALLETS MAKE STRONG AND MANLY MEN.

FREE TO MEN AND WOMEN.

VITALLETS

For Nerve Strength and Blood Health.

Vitallets are a powerful nerve, brain and blood food. They feed the brain, build up, invigorate and strengthen wasted, worn and tired nerves, purify the blood, make every organ act and cause you to tingle with new life. *Have you weak nerves or impure blood? Do you lack energy, ambition or vigor? Is your memory poor? Are you constipated? Are your kidneys inactive? Are you a man and yet not a man, but suffering from varicocele or other effects of early indiscretions, overwork, worry or other excesses? Are you a woman and afflicted with any of the diseases peculiar to your sex, or have you any of the symptoms mentioned above?* Then take VITALLETS and you will get well.

Free treatment sent prepaid by mail. Do not delay but order now.

MALYDOR MFG. CO., Box 7510, Lancaster, Ohio.

VITALLETS MAKE HEALTHY AND HANDSOME WOMEN.

Certificate of Improvements

MABEL, TEXADA AND CHEMAINUS MINERAL CLAIMS.

Situate in the Nanaimo Mining Division of Nanaimo District. Where located—On Lot 15, Texada Island.

Take notice that I, A. S. Going, agent for J. A. Humbird, free miner's certificate No. 19,948; E. J. Palmer, free miner's certificate No. 19,949; and B. H. John, free miner's certificate No. 50,601a, intend, sixty days from the date hereof, to apply to the Mining Recorder for certificates of improvements, for the purpose of obtaining Crown Grants of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such certificates of improvements.

Dated this 18th day of October, 1899.

A. S. GOING.

NOTICE.

Notice is hereby given that an application will be made to the Legislative Assembly of the Province of British Columbia, at its next session, for an Act to incorporate a company with power to construct, equip, operate and maintain a railway for the conveying of passengers and freight from some point at or near the outlet of Kamloops Lake; thence by the most direct and feasible route to the plateau of the Bonaparte River; thence to a point on the Cariboo Wagon Road, near the One-Hundred Mile House; thence following generally the route of the Cariboo Wagon Road to the mouth of Quesnelle River; and to build and operate tramways in connection therewith, with power to construct, operate and maintain branch lines and all necessary bridges, roads, ways and ferries, and to build, own and maintain wharves and docks in connection therewith; and with power to build, own, equip and maintain steam and other vessels and boats, and to operate the same on any navigable waters within the Province; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with such railway and branches, and to transmit thereon messages for the public and charge tolls for the same, and to generate electricity for the supply of light, heat and power; and with power to expropriate lands for the purposes of the company, and to acquire lands, bonuses, privileges and other aids from any government, municipal corporation or other persons or bodies; and to levy and collect tolls from all parties using, and on all freight passing over any of such roads, railways, tramways and ferries, wharves and vessels built by the company; and with power to make traffic or other arrangements with railway, steamboat, telegraph, telephone or other companies, and to have all other necessary or incidental rights, powers and privileges in that behalf.

Dated at the City of Victoria, this 4th day of December, A. D. 1899.

BODWELL & DUFF,
Agents for the Applicants.

NOTICE.

Notice is hereby given that an application will be made to the Legislative Assembly of the Province of British Columbia at its next session, for an Act to incorporate a company with power to construct, equip, operate, and maintain a railway (standard or narrow gauge) for the carrying of passengers and freight from some point on Horseshoe Bay, in the District of Nanaimo, Vancouver Island, thence in a northwesterly direction by the most convenient and feasible route to a point on the Nanaimo lakes; thence by the most direct and feasible route to a point at the head of Alberni Canal; with power to build a branch line to the head waters of Chemainus river by the most feasible route; and to build and operate tramways in connection therewith, with power to construct, operate, and maintain branch lines and all necessary bridges, roads, ways and ferries; and to build, own and maintain wharves and docks in connection therewith; and with power to build, own, equip and maintain steam and other vessels and boats, and operate the same on any navigable waters within the Province; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway and branches; and to generate electricity for the supply of light, heat and power; and for all and every other purpose mentioned in Sections 80, 81, 82 and 83 of the "Water Clauses Consolidation Act, 1897," and to do everything necessary or incidental to the carrying out of all or any of the objects referred to in said sections; and with power to expropriate lands for the purposes of the Company, and to acquire lands, bonuses, privileges or other aids from any government, municipal corporation or other persons or bodies; and to levy and collect tolls from all parties using, and on all freight passing over, any of such roads, railways, tramways, ferries, wharves, and vessels built by the Company; and with power to make traffic or other arrangements with railway, steamboat or other companies, and for all other necessary or incidental rights, powers or privileges in that behalf.

Dated at the City of Victoria this twenty-third day of November, A. D. 1899.

BODWELL & DUFF,
Solicitors for the Applicants.

WANTED—We will pay $12.00 a week salary to either a man or woman to represent the Midland Monthly Magazine as a subscription solicitor. The Midland is the same size as McClures or the Cosmopolitan. It is now in its sixth year and is the only Magazine of this kind published in the great Central West. A handsome premium given to each subscriber. Send 10 cents for a copy of the Midland and premium list to the Twentieth Century Publishing Co., St. Louis, Mo.