RAILWAY SCHEMES OF THE SESSION

PROJECTS TO BUILD IN MANY DIRECTIONS

Government Seriously Considering Applications for Aid and Chances of Canadian Northern.

Railways and railway contracts are giving the government serious trouble these days. The disclosures made by Smith Curtis during the sittings of the royal commission have strengthened the conviction of certain members that the Canadian Northern contract is bad and that it or the government will have to go. Since the bye-election in Victoria, the Redistribution bill and other legislation absorbed the attention of the majority of the members, and they did not give the signed contract that attention its importance and unusual clauses warranted. It required the restless energy of the member from Rossland to lay bare the peculiarities of the contract, and even the Premier was surprised when shown it contained clauses which have no precedent in any known railway legislation. Since Mr. Dunsmuir announced that changes would have to be made, it is not surprising that, members who are giving his government not a too loyal support, should be pronounced in their opposition to the contract. But the government must make some show of delivering the election goods promised the electors of Victoria, and Mackenzie & Mann expect some consideration after lending their railway scheme to bolster up the government's cause in a dangerous constituency. The contract cannot be carried through the House without government supporters, and it cannot be discarded without antagonizing Mackenzie & Mann, and the Victoria electors who voted for the government for business reasons only.

Under the circumstances, the government is strenuously endeavoring to resurrect and perfect the old scheme for giving a particular railway project. Railways affecting nearly every section of the province are to be embodied in one measure. It will be introduced by the government, and its supporters will be asked to pass all its provisions or none at all.

Thos. Holt is still here in the interests of Mackenzie & Mann. He has daily conferences with members of the government, and it is supposed that efforts are still being made by the latter to secure the modification or removal of the most objectionable clauses in the contract. The recent action of the railway committee at Ottawa has, however, strengthened the position of Mackenzie & Mann's ambassador in his negotiations with the government. He can coolly tell them that his company is indifferent, as they intend to build through Pine River pass and on to the mouth of the Skeena river in any case, and if they do build through Yellowhead pass to Bute inlet, and thence to Victoria, it will not look kindly upon any additional restrictions which the government may wish to impose.

McLean Bros., of Vancouver, and their solicitors are having numerous conferences with the government. The construction of the Coast-Kootenay railway is the subject of discussion. The Canadian Northern contract is now being quoted by subsidy seekers as a precedent, and the government is having some trouble in demonstrating to hard-headed Scotch business men that the Coast-Kootenay road is not entitled to the same assistance from the government that the northern enterprise is receiving. Last year the government cavilled at $4,000 a mile subsidy, and looked with suspicion upon prospective railway builders, but this year they are treating upon a more generous scale, and it a contract with McLean Bros. is signed they will have land in addition to cash to encourage them in building the railway.

A more modest proposition, but withal a very important one, is being brought to the attention of the government by Robert Wood, who was a humble farmer on Sea island some 40 years ago, but who is now a prominent business man and builder of cities in the interior of the province. Mr. Wood started the town of Armstrong in the Okanagan farming district. He has a large business there and is heavily interested in the valuable farm lands of that locality. He then went into the Boundary country in 1895, started the town of Greenwood, and its rapid growth is in a large measure due to his enterprise. Again branching out he secured valuable mining interests on the West Fork of Kettle river, where there are ledges that contain richer ore than is usually found in southern British Columbia. Okanagan grows plenty of farm produce and is looking for a market. Boundary has big mines employing many men and thriving towns with ever increasing populations. The miners and the citizens want agricultural products. Between the Okanagan and the Boundary is the West Fork country that only needs a railway to make it one of the best mining districts of the province. Mr. Wood's scheme is to connect the farming district with the mining camps and to develop another mining district en route. He got the Midway & Vernon charter last year, and the Loan bill included this as one of the roads entitled to a subsidy of four thousand dollars a mile. Mr. Wood went to England last summer to get the necessary money to construct the road. Capitalists looked favorably upon the project, but unfavorably upon the Loan act and its restrictive clauses. They said they would rather build without a subsidy than take a subsidy upon the terms of the act, and told Mr. Wood that if he could get a guarantee of interest, as was given the Shuswap & Okanagan railway, all the money necessary for the construction of the road would be immediately forthcoming. Mr. Wood is here to press for that guarantee. He points out that because the Shuswap & Okanagan ends at Okanagan lake and not on a good market, it has not been meeting expenses and the province is called upon yearly to meet the guarantee of interest. The Midway & Vernon would practically be an extension of the Shuswap & Okanagan, giving the latter increased business by opening up a large market in the Boundary country, thus making the road a paying concern. This would relieve the province of a heavy annual burden and at the same time assist in building another important piece of road.

Occasionally John Hendry and Adolphus Williams, of Vancouver, are seen around the corridors. They also have a railway project. In one of Mr. Dunsmuir's remarkable letters to the public, he states that the railway of the future is not one that runs east or west to cross mountain ranges, but one that runs north and south along the valleys and opens up the great interior of the province. The promoters of the New Westminster, Vancouver & Yukon railway claim that their project should be labeled the railway of the future, if the Premier's axiom is sound. They wanted a cash bonus of $4,000 a mile, and are asking for no land grant. The railway, if constructed, will pass through the Cariboo country, touching at Quesnelle.

The government are considering these various projects. Each of them has its supporters in the House and in the province, and all of them have opponents. By including them in one general measure the government hope to destroy opposition, because a member cannot oppose the bill without endangering the particular project which he believes in and supports.

Something definite will probably develop next week. Should it be impossible to perfect railway legislation acceptable to a majority of the House, the estimates will be rushed through and prorogation reached as quickly as possible. Then Mr. Dunsmuir will go to London, reconstruction of the cabinet will follow and the present Premier, who never had any aptitude or liking for political life, will retire from the executive and the House, leaving the newly organized district of Newcastle for W. W. B. McInnes, who has been legislated out of his seat, but who is also entitled to some consideration for his loyal support during the trying times of the Premier's political career.

Ex-Ald. James Boustead, for many years a member of the Toronto council, retiring four years ago, died yesterday, after a long illness. He was 67 years of age.

FROM FAR FLUNG LINE OF BATTLE

TIMES CORRESPONDENT WRITES NEWSY LETTER

The March of the 2nd Canadian Mounted Rifles Through Natal—Guarded Botha's Pass.

The following letter has been received from Trooper A. Haggerty, the Times correspondent with the 2nd Canadian Mounted Rifles. The letter was written at Kitchener's Kopje, Natal, and is dated March 1st:

No doubt you were rather surprised on receipt of my letter from Capetown, as I mentioned that we were disembarking then. Well, the fact is we had commenced to disembark when we got orders to proceed to Durban without delay. We left Capetown about 10 p.m., February 13th, and after a delightful voyage of five days arrived at Durban about noon on February 18th. We were not allowed to go up town, but a few of us managed to get away, and after securing a rickshaw we took a ride around the place for a couple of hours. Considerable comment was expressed by some of the inhabitants on the appearance of the Canadian troops.

While exercising the horses several of the boys rode right into some of the refreshment bars without dismounting, and I assure you the unusual proceeding caused quite a little excitement.

After waiting at Durban for a few hours, exercising the horses, etc., we were rushed up to Newcastle, Natal. We arrived in Newcastle on February 20th, after being two days on the train, and went into camp about five miles from the town. We had not been in camp 24 hours when orders came for 150 of us to proceed to Botha's Pass, in the Transvaal. Our troop was included in the 150, so we left camp at 5 p.m., February 21st, on our march to Botha's Pass. The reason we were sent there was that it was expected that 900 Boers were going to break through the lines, and Botha's Pass was rather a weak point. We had to march on foot, as our horses were too weak to ride after their long trip from Halifax, so we left them behind in camp with the rest of the boys.

We started out in a terrible rain storm, and in a few minutes were wet through. We marched till 10 p.m. that night, and camped at a place called Botha's Post, about 15 miles from where we started, and 10 miles from our destination. You will think this very slow marching, but we were going through ditches and climbing kopjes, and the roads were in a fearful condition. We lay down just as we were, without a tent or blankets. Each got a hard tack biscuit to eat when we got into camp, and we ate it with relish. We were hungry enough to eat anything at that time.

We were awakened at 3 a.m. the following day, and resumed our march. The rain still came down in torrents, and we arrived in Botha's Pass about 9 a.m., February 22nd, looking pretty tough when we got there. The British columns were out about 10 miles, driving the Boers into our lines, and 150 of us guarded the line for about that distance, assisted by a few of the Hussars. No doubt you have heard how the Boers broke through, about two miles from us, by driving their cattle into one of the trenches, and while the men were engaged with shooting the cattle they rode around the trench and escaped. I think about 100 prisoners were captured, but it was rather disappointing, as it was expected that the whole bunch would be taken.

We stopped at Botha's Pass four days to strengthen the garrison, as it was thought that the Boers might make an attack on the place for the supplies. But they made over towards Harrismith, Free State, and we marched back to camp again to get our horses, and we arrived the day before yesterday. In the meantime the remainder of the regiment had arrived, but they were sent into quarantine on account of there being several cases of smallpox among them. We are camped about two miles from them at the present time, and are only waiting until they come out of quarantine, when we will go on the march again.

We were inspected this morning by Lord Kitchener and his staff, and he gave us quite a praising up.

I must not omit to mention that the position of the trenches at Botha's Pass were one miles apart, and there were ten men to a trench, consequently all the Victoria boys were in one trench. We were in the farthest one out, and could see small patrols of the enemy. They were, however, too far away for us to get a shot at them. We are getting the regular government rations, viz., one pound of bully beef and four hard tack biscuits per man for 24 hours. It is the same thing every day. One day while we were in the trenches we made a raid on a Boer farm and secured a couple of sacks of peaches. We didn't do a thing to them.

The rainy season is on out here. It rains pretty nearly every day, and the nights are rather cool; but there is nobody complaining. We came out here with the intention of taking all that comes to us, and we knew we were not coming on a picnic.

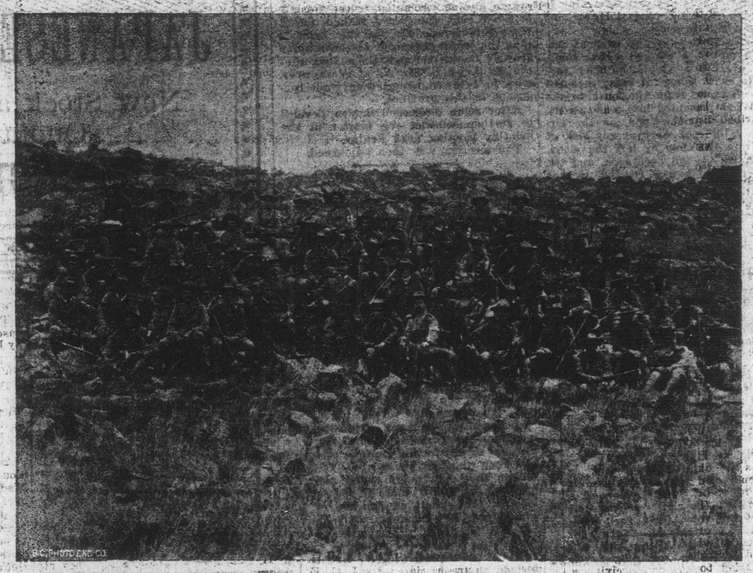
Natal is a lovely place, but all along the line it shows signs of bombardment. Farms are abandoned and for miles you see mounds of earth with small white crosses on them where Tommy Atkins fell fighting his way to the relief of Ladysmith.

At Colenso we saw the grave where Lord Roberts's son was killed, and we crossed that treacherous old river called Tugela, where the British met many reverses. It is a country where ten men could defend a position against one hundred. I interviewed several of the Boer prisoners captured at Botha's Pass, and they were old-timers that were at the battles of Dundee, Elanslangte and seige of Ladysmith. They claimed that the Boers cannot hold out much longer, as they are nearly out of ammunition. But I guess they are hard customers to believe.

But you would hardly think that there is a war going on out here now. You can march for days without seeing a Boer, but at times when we are out scouting we see small parties of them on the sky line, but we seldom get near enough to get into a fight with them.

Our total loss of horses from Halifax to Durban was eight, which is considered a very good record. The horses are still a little shaky from the effects of their voyage, but they are pulling around first rate. All of the boys are in the best of health so far. A couple of our troopers have sprained ankles, but otherwise were are O. K.

I will now bring this letter to a conclusion, as I haven't anything more of any importance to tell you at present. The boys send their best wishes to all their friends in Victoria.



South African Constabulary on the Veldt. The Group includes Ex-Constable (now Sergeant) Lewellyn, and Several Brothers of Constable Blackstock.

From Picture Loaned by Constable Blackstock.

FRUIT IN BRITAIN.

Observations of the Agent-General in Regard to the Market.

Mr. Turner, the agent-general in London, in a letter to Mr. J. R. Anderson, makes the following comments. We commend those referring to fruit to the growers of Canada:

"A good number of your report and the 'Agricultural Capabilities' have been sent to the newspapers, and a large number of the latter are now being distributed at the Royal Exchange, which is attracting tremendous crowds and will doubtless do the country good.

"We are getting stormy weather here now, suitable for the season. The parks are beginning to look very pretty. Such a fine display of crocuses. They are almost all planted in the grass in great blocks under the trees and have a fine effect. There are acres of beds of hyacinths and tulips coming on and showing fine flower buds. The streets are full of narcissus, anemones and daffodils, I think from the Scilly Islands and Devonshire. The poorest things I see here are the apples. It is remarkable that the best looking ones are Californian—these you see in the swell shops. They are perfect in appearance and sell from 2d. to 4d. each. They are to my taste very poor and tasteless, but owing to perfect packing look so beautiful that they sell well. The Canadian apples are really better, but look miserable beside the Californian, being bruised and dull looking, owing to bad packing. The only kind I see in any quantity are russet and Newtown pippins. There is a great demand for apples of any kind.

Three thousand marriages are performed every day all over the world.

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 are sold in Victoria at all responsible drug stores.

BASKETBALL.

FERNWOODS WON EASILY.

The Fernwoods had no difficulty in laying low the Nanaimo team in their match at the drill hall last Saturday evening. There was a large attendance and both teams put up an interesting game. The Fernwoods displayed by far the greater science, their combination, checking and shooting making them too formidable for their Coal City adversaries. The Nanaimo boys lacked judgment in combination, and their catching was very uncertain. Not long after the game commenced each team ran up five points, two from free shots and three from a score in play. W. Fairall shortly afterwards increased the Fernwood's score by three points, and shortly afterwards a free shot gave them nine points to their opponents' five. This position was improved by the leading team on the resumption of play, and when the whistle blew the score was 13 to 8 in favor of the Fernwoods. All the home players showed up to good advantage, but there was little that was brilliant in their play, as they were not matched with a team anywhere near their calibre. Dan O'Sullivan refereed, and Messrs. Moresby and Burgess were linesmen.

LACROSSE.

ANNUAL MEETING.

The annual meeting of the British Columbia Amateur Lacrosse Association was held last Saturday evening in the parlors of the Victoria hotel. A unanimity existed between the delegates from the Mainland and Island, which has not usually been the case, the only disagreement being as to the advisability of keeping the Nanaimo team out of the league this season. The Nanaimo and Victoria delegates protested strongly against this action. The New Westminster and Vancouver delegates, however, while not wishing to see the sport receive a set back in the Coal City, felt that in the interests of their own associations it would be better to keep the latter city out of the league. They pointed out that the transportation facilities to Nanaimo were at present such that it took three days as a general rule to make the trip there and back. The men belonging to the teams could not get off this long, and besides the team put up by Nanaimo last year was not of sufficient strength to prove an attraction and money was lost. After the question had been thoroughly thrashed out, a suggestion made by R. Jardine, of New Westminster, met with the approval of the meeting. It was that a schedule committee be appointed and two schedules be drawn up—one including and one excluding Nanaimo—and that if, within a specified time, the delegates from Nanaimo could make transportation arrangements which would allow the Mainland players to leave on Friday evening and get back Sunday night, the four-cornered schedule should be adopted.

The following delegates were present.

From New Westminster—R. Jardine, H. Latham and A. Turnbull, holding proxies for J. J. Cambridge and H. Ryall.

From Vancouver—D. A. Smith, A. E. Suckling and W. H. Quann.

From Nanaimo—Russell Simpson, S. Hague and W. Glaholm.

From Victoria—W. E. Ditchburn, R. L. Drury, C. D. Tite, H. G. Wilson and Colin Blain.

The report of the secretary was read as follows and adopted:

To the Officers and Members of the British Columbia Amateur Lacrosse Association:

Gentlemen:—In submitting my report to you of last year's proceedings, I feel that there is not much for me to tell you, as you are all awake of last year's doings. The season of 1901 was not a very lively one for lacrosse on the Coast, a split in the Vancouver team leaving it very weak, and Nanaimo not coming up to expectations. There was no communications of any importance received during the year. The council were not called upon to decide any protests, so that everything passed off smoothly as far as the association was concerned.

By the financial statement you will see that the receipts for the year were $102.50, and the expenditures $31, leaving a balance on hand of $66.50.

All of which is respectfully submitted.

(Sgd.) ALEX. TURNBULL,
Sec.-Treas. B. C. A. L. A.

The attention of the schedule committee was drawn to the fact that the New Westminster team intended going East this season about the 14th or 16th of June, and would be away about a month. New Westminster was therefore omitted in the schedule from the middle of June to July.

The following schedule was adopted providing Nanaimo carries out the conditions stated above:

May 17—New Westminster at Vancouver.
May 17—Victoria at Nanaimo.
May 24—New Westminster at Victoria.
May 24—Vancouver at Nanaimo.
May 31—Nanaimo at New Westminster.
June 7—Nanaimo at Victoria.
June 7—Vancouver at New Westminster.
June 14—Nanaimo at Vancouver.
June 14—Victoria at New Westminster.
June 21—Vancouver at Victoria.
July 1—Victoria at Vancouver.
July 12—Vancouver at Nanaimo.
July 19—New Westminster at Victoria.
July 26—Victoria at Nanaimo.
Aug. 2—New Westminster at Vancouver.
Aug. 9—Vancouver at Victoria.
Aug. 16—New Westminster at Nanaimo.
Aug. 23—Victoria at Vancouver.
Aug. 30—Nanaimo at Vancouver.
Sept. 1—(Labor Day)—New Westminster at Nanaimo.
Sept. 13—Nanaimo at Victoria.
Sept. 13—Vancouver at New Westminster.
Sept. 20—Victoria at New Westminster.
Sept. 27—Nanaimo at New Westminster.

Officers for the ensuing term were elected as follows: Hon. president, Sir Henri Joly; president, W. E. Ditchburn, Victoria; first vice-president, R. Simpson, Nanaimo; second vice-president, R. Jardine, New Westminster; secretary-treasurer, A. E. Suckling, Vancouver.

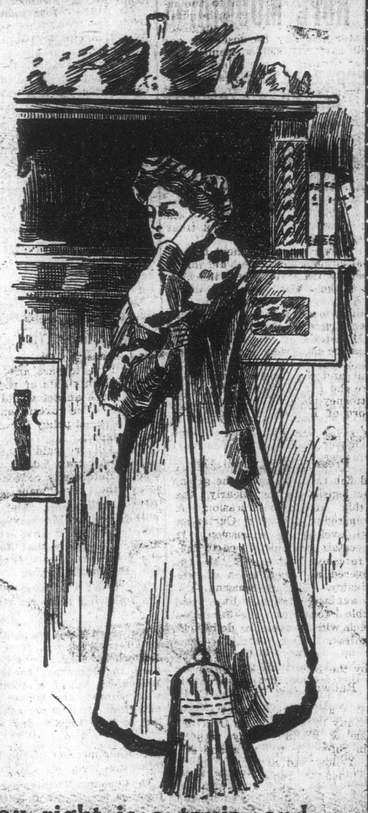
Council, G. Tite and R. L. Drury, Victoria; W. H. Quann and D. Smith, Vancouver; H. Latham and A. Turnbull, New Westminster; W. Glaholm and S. Hague, Nanaimo.

Official referees for 1902—Victoria, G. D. Tite and C. L. Cullen; Vancouver, J. Smith and L. Yorke; New Westminster, A. Turnbull and C. D. Peele; Nanaimo, Dr. Drysdale and W. Bell.

The next meeting will be held in New Westminster in the second week in April, 1903.

The question of rough playing was brought up by W. E. Ditchburn, who pointed out that if it was to be allowed to continue lacrosse in this province would be killed. He thought the association should place itself on record condemning this style of play, and requesting referees to enforce the rules to the utmost limit. The suggestion was adopted and a resolution on those lines passed unanimously.

The Spring Feeling.



Not exactly sick; but neither are you well. Sometimes you have a headache; slight exercise fatigues you; your appetite is variable; there is a want of energy; you are easily irritated; you feel depressed and "out of sorts." That is the Spring feeling. It is easily accounted for; close confinement; indifferent or bad ventilation and want of exercise during the winter months are responsible. What you need to put you right is a tonic, and

Dr. Williams' Pink Pills

is the greatest of all tonic medicines. These pills make rich, red blood, build up tired and jaded nerves and make weak, depressed men and women bright, active and strong.

Rev. Geo. Read, Methodist Mission, Hartley Bay, B.C., says:—"Dr. Williams' Pink Pills have been of great benefit to my wife. She was greatly run down in health, and very weak and nervous. They have made her an feel an entirely new woman."

W. C. Graham, 98 Lombard Street, Winnipeg, Man., says:—"We keep Dr. Williams' Pink Pills in the house all the time and have found them invaluable as a blood builder and regulator of the system. As a spring medicine they are unequalled."

The world over, Dr. Williams' Pink Pills are known as the greatest tonic medicine medical science has yet discovered. What these pills have done for others they will do for you. But you must insist upon getting the genuine with the full name "Dr. Williams' Pink Pills for Pale People" on the wrapper around every box. If you cannot get these pills at your dealers, send direct to the Dr. Williams' Medicine Co., Brockville, Ont., and they will be mailed post paid at 50c. per box, or six boxes for $2.50.

The Curse Of Cancer

The Most Devastating Disease of Modern Times.

Reliable statistics recently published show that cancer is greatly on the increase not only in European countries, but also in Canada. Medical men seem powerless to stem the terrible tide of mortality.

Old fashioned methods of treatment by surgical operation, caustic pastes or plasters while involving frightful suffering do not cure, as in nearly every instance the disease returns with severity. Internal medication is the only rational way to treat a disease of germ origin as cancer undoubtedly is.

A new constitutional remedy has been perfected by cancer specialists who have devoted years to the study of this disease. It supersedes all the old fashioned methods, involves no pain nor danger. It cures cancer by killing the cancer germs and clearing the poisons they elaborate completely from the system.

Messrs. Stott & Jury, Bowmanville, Ont., will be pleased to send full particulars of this new treatment to anyone sending two stamps.

The costliest fur is that of the sea otter. A single skin of this animal will fetch as much as $1,000.