

THE BRITISH PACIFIC

Mr. C. N. Armstrong Writes to the Vancouver World Regarding the Project.

He Gives Some Good Advice to Mainland Opponents of the Proposed Railway.

Mr. C. N. Armstrong has the following letter in the Vancouver World in regard to the British Pacific railway project.

Editor World: In pursuance of my verbal promise to you I take this opportunity before leaving the province to lay before your readers some facts in connection with the proposed British Pacific railway. As my position in connection with this enterprise has been somewhat misrepresented it may be well to say that I came to Victoria as the representative of a syndicate which had purchased the right to construct a railway with the Canada Western Railway Company for the construction of its line upon certain terms and conditions, one of the principal conditions being that the company should obtain from the government of British Columbia a guarantee of 4 per cent. per annum for 25 years upon \$30,000,000. It was stated to us before we entered into this agreement that a formal application for such a guarantee had been made to the government; sometime before that the question of aid to this railway had been largely discussed in the general election of 1894, and that a large majority of the members were elected as supporters of a government pledged to see this railway constructed. We met in London one of the members who represented the city of Victoria, and he fully confirmed these statements. Mr. Rithet, the senior member for Victoria, and the chief promoter of the railway, fully confirmed these statements, and all inquiries made in Victoria also fully confirmed them. The syndicate was therefore quite justified in accepting these statements as correct. Before, however, entering into the agreement I, on behalf of the syndicate, interviewed the Hon. Mr. Turner, premier, and minister of finance of the province, then in London, and told him of the syndicate's intentions. I asked him whether there was any doubt of the aid being granted by the legislature. He stated that while he could not say what amount of aid would be granted, and although he could not of himself pledge the government, he could say that the government fully realized the importance of the construction of this line and would grant every assistance that was within the means of the province, and if it could be arranged that no payment would be made by the province for some years they would certainly be prepared to assume the responsibility of a liberal annual payment subsequently. Different members of the syndicate met Mr. Turner, and were so well satisfied with his statements that they signed the agreement. Mr. Turner also met some of the bankers interested in the proposal and they, like us, were perfectly not asked to in any way bind the government by any definite statement as to their intentions, but short of that he said all that we considered to be necessary. Shortly after Mr. Turner's return to Victoria, in October, one of the syndicate came from London to Victoria, and interviewed Mr. Turner and other ministers, and returned perfectly satisfied that the government would grant the proposed aid. I was to have come to Victoria at the same time, but I was engaged in having estimates of the cost of the line, plans, etc., prepared, so that before binding the syndicate finally to the construction of the line, within a specified time, we could have reliable information as to the cost of the work we were undertaking. The obtaining of the necessary information took several months longer than had been anticipated, and I did not reach Victoria until early in February. I wish it to be clearly understood that the terms of the proposal made to the government were those offered to us by the Canada Western Railway Company, and that we have never asked one dollar more than was offered to us.

As this was probably the most important proposition that had ever been submitted to the government it was thought best to put it in the form of the agreement between the government of Canada and the Canadian Pacific Railway syndicate, and as far as possible it was copied from that which had been prepared by some of the ablest men in the Dominion. The proposal as put in was simply a basis upon which to negotiate the details of the agreement and the syndicate was willing to meet the views of the government to any reasonable extent by amending any of its clauses or by substituting others.

Mr. Rithet, at the Victoria meeting, so fully explained what took place during the negotiations with the government that I can save your readers a repetition of these details, but in justice to the members of the government it is fair to say that they claim to have rejected the proposition in toto because they understood me to say that we would not accept any less amount than \$30,000,000 per annum. I made no such statement and it is unfortunate that any statement which I may have made should have been so misinterpreted. Mr. Turner, at the Victoria meeting, quoted from a prospectus supposed to have been distributed in London some 15 months ago by the promoters of the company, and left it to be inferred that the present syndicate had issued it. The fact is that no one of us ever saw this prospectus, that it was issued six months before we had any connection with the enterprise and that the railway company repudiated any connection with it. The people of British Columbia are able to judge as to whether this company had reason to expect additional aid from the government or not, and they have an undoubted right to freely express their opinion as to the amount of such aid, and the mode of granting it, but it is not wise or conducive to a proper understanding of the position to make the criticism of the proposal an excuse for personal attacks upon those connected with the enterprise, or who may be thought favorable to it, as some have already done. I hope, therefore, that those who favor the public with their views on this question will bear this in mind, and if they have a good case to put instead of making out their case to be a weak one by being reduced to "abusing the plaintiff's attorney."

Those who have attacked this enterprise have expressed strangely different views. One correspondent proves that the syndicate that the promoters can build the line for about \$15,000,000, and he will receive in some way or another from the public some \$32,000,000, thus making a clear profit of \$17,000,000, which he and I also considered an unreasonable profit. Another correspondent says that the cost of the line would never be finished while a distinguished retired officer, who says that from the surveys made last year, the construction of the line was proved to be an engineering impossibility. (I quote from memory.) In reply to the last gentleman I may say that when the survey had been made, and that he must have been imposed upon. The report is that the line proves that the proposed line is in all respects the best possible line through British Columbia to the coast. Mr. Bell, C. M., who made this survey has made an estimate of the cost of the line from the terminus of the island railway to the lowland Pass, including ferry steamers and transfer facilities, and he has put the total cost at \$22,500,000.

As a proof of the care exercised by Mr. Bell in making his estimation, I may say that the estimate made for our syndicate by Marcus Smith, P. E., who is in a better position to estimate the cost of con-

structing this line than any one else, is almost exactly the same as Mr. Bell's, the difference between them being less than five per cent. This should silence any amateur calculator, and \$22,500,000 may be taken as the maximum cost of the line. By prudent management, and careful oversight, I am satisfied that the total expenditure may be brought well within the amount.

The real question is, should this railway be built, and how much can the province afford to pay to obtain it. As to the first part of the question, I think it is the opinion of the vast majority that the line is needed and that its construction will be a great benefit to the province. As to the second part the answer depends somewhat upon how much confidence there may be in the future of the Province, and its possible development, and I am sorry to say largely upon the existence of local and sectional prejudices. I think too much importance has been given to the utterances written or verbal, of certain persons who have assumed the position of guardians of the welfare of the province, and more particularly of Vancouver, and I cannot but feel that the thinking business men of Vancouver would not condemn, without inquiry or information, an enterprise which might be of immense benefit to Vancouver. I cannot conceive that the business men of Vancouver cannot see the advantages to be gained by the opening up of a vast district that would be as much tributary to them as it would be to the merchants of Victoria. As the business of the line and its chief ocean port special advantages will accrue to Victoria and its people are prepared to pay to procure them, but outside of these advantages which Vancouver enjoys as the terminus of the C. P. R. Vancouver is on an equal footing with Victoria, and this without any special contribution.

As the matter now stands the syndicate has been to a great deal of trouble and very considerable expense to provide the necessary capital for the construction of the line. This has been done, and if a satisfactory understanding can be come to

eration in Canada, over 100 railways have been granted aid, and in no case have the company been asked to deposit any sum as a guarantee. The subscribers only represent a portion of the cost of the line, and as they are only paid after certain portions of the line have been constructed, the government has value before payment. In the case of the Canadian Pacific they gave a guarantee of a million dollars to finish and operate the line, but they received a complete line, costing over \$30,000,000 in addition to \$25,000,000 in cash. In proportion a guarantee of \$100,000 by us would have been greater, but we offered to put up \$200,000, besides other guarantees that the Canadian Pacific did not give. We did not limit the guarantee to be given and can amply satisfy any reasonable demand in this direction. It is scarcely my place to point out the advantages that would accrue to the province by the construction of the proposed line. Naturally some districts will be more favored than others, but every one should have his turn. The government has assisted some lines in the southern part of the province in a more liberal scale than they are asked to do for this line, and those who are benefited by what has been done should not allow themselves to be prejudiced against aid being granted to other portions of the province which so far have received none. Nothing retards the growth of a country so much as local or sectional jealousies, in union strength is found; shoulder to shoulder you will overcome all difficulties, therefore let brotherly feeling replace any unpleasant differences, let Vancouver and Victoria clasp hands across the straits, and Kootenay and Cariboo support them both in opening up and developing the gem of the Dominion. In doing this let them not be afraid of the future, let them have confidence in themselves and in the goodly heritage that has been placed in their hands for development. Let them not give reason for the next generation to reproach them for inaction and supineness, but let them be equal to the occasion, and whether it is in the forest or in the mine, the soil or the sea, united work will tell and the

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LATEST SITUATION IN THE FARCE.

(Sir Charles Tupper announced that in view of the assurance that the Government of Manitoba is willing to have a conference, the Dominion Government proposes, so soon as the second reading of the Remedial Bill is carried, to have a conference with Mr. Greenway's Government.)
GREENWAY—If that olive branch means anything, call off your dog!

with the government the work will be commenced without delay and prosecuted vigorously. If this opportunity is missed it is difficult to say when it will present itself again. The company have been trying for seven years to have this line constructed, and this is the first time it has been able to secure a bona fide proposal. It would be a serious responsibility for the government to take if they rejected without further consideration a proposal now before them, and as they now know its conditions can be modified further negotiations may result in a mutually satisfactory arrangement. Our syndicate has no desire to impose upon British Columbia obligations which would prove too onerous for the province. The only chance for the syndicate to make any profit out of the transaction is through the sale of its lands, and to do this they must in every way assist in bringing in settlers to the country, and to aid them in rapidly developing it. This is the syndicate's intention to do, on the broadest and most liberal lines, and it will be a surprise to those who are attempting to make a living along the present chief line of communication in the province. It is not by exacting the last cent out of the people that a country can be developed, and the effect of a different policy will be so soon apparent that the other parts of the province are likely to be benefited.

One word as to the guarantees offered by the proposed company. Since the policy of subsidizing railways has been in op-

result be satisfactory to all concerned. I am afraid I am overstepping even the limits of my office, but I have offered me, and with the best wishes for the future of British Columbia, I am, sincerely yours,
CHARLES N. ARMSTRONG.
On C. P. R. train, March 18, 1896.

—All last winter Mr. George A. Mills, of Lebanon, Conn., was badly afflicted with rheumatism. At times it was so severe that he could not stand up straight, but was drawn over on one side. "I tried different remedies without receiving relief," he says, "until about six months ago I bought a bottle of Chamberlain's Pain Balm. After using it for three days my rheumatism was gone and has not returned since." For sale by all druggists; Langley & Co., wholesale agents, Victoria and Vancouver.

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—Fishing tackle at Shore's Hardware.

TAXATION AND EXTRA-VAGANCE.

When trouble comes, as oft it does, When many cares are pressing, Am I prepared for every ill? How great should be the blessing.

To the Editor:—The above quotation is appropriate to the position of the farmers at the present time. Financially we are poorly prepared to meet an increase of taxation. In the last two or three years very few farmers have been making a living with all economy; between bad crops and low prices I venture to say there is not one farmer in ten who has made both ends meet. This is well known—therefore the agitation for creameries. It appears this is our only hope for the future. It seems to me the government is acting very inconsiderate with this new assessment scheme. The farmers wouldn't complain if there was a necessity and no help for it but there is a help for it if the government will only act fair and impartial. Farmers' and business men's incomes have been lowered from 40 to 50 per cent., while all salaries officers have received a corresponding increase. Compare the purchasing value of a dollar now and what it was four or five years ago. Formerly high salaries were demanded on the plea of costly living, but that plea does not hold good any longer. It is an ill wind that blows nobody good." The misfortunes of the farmer have been a god-send to all those who have high-priced salaries. Equalization I don't



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Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness extends far beyond here, and those who once try them will find them also correct all disorders of the stomach, stimulate the liver and regulate the bowels. But after all sick head

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Notice.

Notice is hereby given that 30 days after date I intend to make application to the Chief Commissioner of Lands and Works for the establishment of a public highway as follows: Commencing at southern boundary of Lot 13, Range 1 west, Salt Spring Island, thence southerly through Lots 11, 10, to northern boundary of Lot 9, thence east to lake, thence southerly to southern boundary of said Lot, thence west to Staff road. Salt Spring Island, B. C., March 2nd, 1896. m51m A. A. LANGLEY.

creamery.

ALL FARMERS and keepers of COWS in NORTH and SOUTH VICTORIA and ESQUIMALT DISTRICTS who would be willing to enter into contracts with a reliable DAIRY ASSOCIATION for a five years' supply of all the best, pure, full milk from their herds at twelve cents per gallon, paid in cash on the 10th day of every month, and all charges of milk from Farm to Creamery to be paid by the Association, are requested to write at once stating their willingness to contract, also number of cows that would be kept and other information to

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how completely it has been ignored. As to the foolish waste of money I may mention some instances, such as spending hundreds of dollars in decorating a cathedral and creating a fat bill for a defeated minister. Can you or anyone tell what are the functions of Mr. Vernon's office? I understand it cost the country about \$5000. What he does for this sum no one seems to know. I've heard various ideas amongst the farmers with regard to this office. Some thought he was an ambassador or consul, others that he was superintending. But what a thundering price to pay. I wonder does he clear expenses. Some of our members would ask this.

JOHN BROWN.

South Saanich, March 18.

One Honest Man.

Dear Editor:—Please inform your readers that if written to confidentially I will mail in a sealed letter, particulars of a genuine, honest, home cure, by which I was permanently restored to health and manly vigor, after years of suffering from nervous debility, sexual weakness, night losses and weak shrunken parts. I was robbed and swindled by the quacks until I nearly lost faith in mankind, and thank heaven I am now well, vigorous and strong, and wish to make this certain means of cure known to all sufferers. I have nothing to sell, and want no money, but being a firm believer in the universal brotherhood of man, I am desirous of helping the unfortunate to regain their health and happiness. Perfect secrecy assured. Address with stamp. L. A. Edwards, Jarvis, Ont.

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