The Weekly Times

Victoria, Friday, April 5.

THE DEAD SET ON THE WATER WORKS.

Mayor Teague and the board of aldermen may as well come to the conclusion that in water works improvements on proposed lines they will receive the unrelenting opposition of the Colonist. By facing this fact, and governing themselves accordingly, they will be in a position to anticipate puerile criticisms and thus receive the vapid maunderings of the hired champion with unruffled equanimity. To look for approval from the Colonist, or even to hope for impartial consideration of all the facts that enter into the water works question, would render our civic rulers liable to many keen disappointments. The "organ" is not in favor of improving Elk Lake water; it is opposed to spending money on filter beds and for the purpose of conserving the rainfall, simply because it wishes to sacrifice the public for the benefit of the individual. Knowing, then, what may be expected from the "organ," the mayor and aldermen will, we feel sure, take the vaporings—which are but the filtrations of a malign Goldstream influence—at their true value.

Every expert who has examined the data in reference to the gathering ground that now supplies the city, says that the capacity is at least 2,000,000 gallons per day. The present city engineer, Mr. Wilmot, so reported to the council a year ago; so, if we mistake not, did Mr. Summerfield, a former water commissioner. The city engineers of Toronto and Hamilton, figuring it out for themselves, have arrived at the same conclusion. That quantity, therefore, may be accepted as the average daily supply of the Elk Lake ground for all time to come; having varied little, if any, in twenty years, the supply may be reasonably depended upon to average 2,000,000 gallons per day, so long, at least, as the tree-covered ground is preserved in its present condition. The present consumption is said by Mr. Wilmot to be 1,500,000 gallons per day, and this, too, under a system that encourages waste. Assuming the population of Victoria to be 25,000, this gives an average per capita consumption of 60 gallons per day. Were Victoria never to become more populous her citizens would never need to provide more water. But Victoria will grow, and when the country is wisely governed will grow rapidly. But how much will the population increase next year, or the year after? Under present conditions can we reasonably look forward to an increase in excess of five or ten per cent. per annum? That would add at the most 2500 souls every year to our population. In three years, at that rate of growth, the average supply of Elk Lake would not be reached; there would be water enough for every person and to spare. In view then of the inadequacy of the Elk Lake supply for a population of about 35,000—some say 50,000—is it not a common-sense, business-like proposal to expend $140,000—yes, or twice that sum—to purify and conserve the water and at the same time preserve this valuable asset to the city? Would it not be the height of madness to follow the knavish advice of those who are seeking to "bear" the property of the people in order—let it be plainly stated—that private speculators may step in and make money at the expense of the masses.

The duty of the council, after they have made the present water service as perfect as it can be made, will be to look abroad for an additional supply to provide for the future and to guard against the possible contingency of a rapid growth of population. Having an ample supply of pure water for the present, the city will be in a position to "talk business" on more equal terms to any private owners of water privileges who may be in the market to sell "natural advantages" back again to the people from whom they were taken by an ignorant legislature. To say nothing whatever of the immediate benefits from improvement in the quality of the water, a few hundred thousands will not be too high a price to pay for the vantage ground that the city will occupy in future negotiations. Ruin the water works, following the Colonist's advice, and at once the price of "privileges" will go up enormously. The Goldstream proposition would then, probably, be worth a couple of millions, and the city would either have to buy it at the price put upon it by the owners, or the citizens would have to buy Goldstream water at whatever price the "water barons" might decide to let them have it at.

We believe we voice public opinion when we say that the sole right to all the water supply contiguous to the city should have been reserved forever for the community. The city, as we maintained at the time the "grab" was successfully made, will some day find it necessary to supplement the Elk Lake supply, and for that same reason we still believe that the time will come—although it may be years hence—when the privileges that were given to the Goldstream company will be demanded back again. The price to be paid may or may not be the speculative valuation fixed upon them by those who were favored by the legislature, but it is clear that the better the supply from Elk Lake the less will be the sum the people will pay for the return of a "natural opportunity" which should never have been taken from them.

There are, then, these two good reasons for Elk Lake improvement: 1st, the necessity of purifying and conserving present supply, which is ample for the time being; (2nd.), the consequent cheapening of the price of the Goldstream proposition as a possible desideratum of the future.

A TARIFF BENEFICIARY.

In the district of St. Maurice there is a company at work producing pig iron and therefore enjoying the "protection" and bonus granted under the N. P. Concerning this company a Mr. Simpson writes to the Montreal Witness alleging that it has during the past two years combined with its iron business the running of a store, at which its employees are compelled to buy their goods under penalty of being discharged. For a time the company paid the employees partly in cash and partly in coupons redeemable at the store, but latterly the wages have all been paid in coupons. In addition to all this the men's wages were reduced, though it is constantly represented that the N. P. makes the iron industry flourish. All of which rouses the Witness to offer the following comments, with which the general public will doubtless agree:—

It is fitting that this tyrannical store system should have been introduced in Canada by a company engaged in an industry which is not only protected by duties practically forcing users of their iron to pay more than a heavy bonus, but is subsidized with cash bonuses paid out of the people's taxes, not coupon bonuses, upon every ton of iron it manufactures. The customs duty on pig iron is four dollars per ton and a cash bonus of two dollars per ton is paid by the government. If we are to believe the government, these immense subsidies are paid in order to foster the industry and for the purpose of increasing the employment for working men in Canada and enabling the employers to pay higher wages than are paid to the workingmen of Great Britain. It appears that though paid these great bounties and so highly protected, the manufacturers of pig iron in what is claimed to be a time of prosperity under a protection tariff are dismissing some of their men, reducing the wages of the rest, and taking a further shave off all their expenditures and bringing them under conditions which are little removed from slavery. It is fitting that protection, which has fostered and developed and promoted monopolies, combines and trusts for the oppression of the consumers, should complete its tyrannical work by fostering the store system of enslaving the workingmen. If the merchants, farmers and workingmen of Canada do not combine at the next election to free commerce, trade and industry from the shackles which the protected manufacturers have bribed them into fettering themselves with under the name of protection, it will not be because the tyranny of the system has not been made apparent.

Enderby correspondents of the Vernon News: There has been a requisition circulated for signatures for both Mr. Bostock and Mr. Mara, but so far as I can learn Mr. Bostock has got about two to one in this vicinity.

Rossland Miner: American horses are allowed to bring freight into Canada without duty being charged on the horses, but they are not allowed to carry freight out unless duty has been paid on them. The odd spectacle of a wagon load of ore from the War Eagle mine was seen this week which had two horses in the shafts and two led behind. The two led behind were citizens of the United States. Those doing the work were Canadians.

NANAIMO NEWS.

Report That the Dunsmuirs Have Purchased the East Wellington.

Nanaimo, March 30.—It was reported in the city yesterday that the Dunsmuirs had purchased the East Wellington colliery from Mr. Chandler and that the mines would be opened up with all possible dispatch.

Mr. R. Dick, inspector of mines, returned from Union yesterday and reports the striking of an excellent seam of coal at a depth of 270 feet. Some of the coal has been shipped to Victoria for experimental purposes.

It has been intimated that the typewriter is to be dispensed with in the supreme court business. It is stated that this decision has been arrived at owing to the fact that the writing fades.

It is understood that a Liberal club will shortly be started at Wellington and another at Comox. The Liberals are making steady progress all through the district.

Rheumatism Cured in a Day.—South American Rheumatic Cure, for Rheumatism and Neuralgia, radically cures in 1 to 3 days. Its action upon the system is remarkable and mysterious. It removes at once the cause and the disease immediately disappears. The first dose greatly benefits. 75 cents. Sold by Geo. Morrison, druggist.

ALL OVER THE PROVINCE.

Over a Thousand Acres of Commonage at Vernon, Broken This Year.

Serious Charges Made Against Mr. McDonald of Vernon, by His Partner.

NELSON.

Nelson Tribune.

The O. K., in Trail Creek district, is in reality a poor man's mine. Its discoverers hadn't a dollar, but they had sand; they were not afraid of work. For a long time they used a hand mortar for milling the richest pieces of the ore; and the ore was so rich that even by this crude method it yielded enough to pay all the working expenses. A small 5-stamp prospecting mill was purchased, and it has been paid for out of the returns from the ore milled. Now the owners are thinking of putting in a 15-stamp modern gold mill. The mine is favorably located for working, and the ore would not need be transported but a few hundred yards for milling.

Considerable dead work is being done on the Idaho mine, in Slocan district. A tunnel has been started on the Cumberland, which lies down the Idaho, that will open the latter to a depth of 200 feet. A winze is being sunk in the east crosscut from the main tunnel to make connection with the tunnel from the Cumberland. The main tunnel is being extended on the vein; the vein matter is mineralized but hardly of a grade that will ship. A drift is being run from the snaft and a stope opened. At this point the ore is second-grade. About 35 men are employed.

The footwall of the Slocan Star vein has been cut in the lower tunnel. Vertically this proves the ground to a depth of over 400 feet. The vein is supposed to be fully 60 feet wide, and some time will be required to crosscut it. The winze from the middle tunnel is down 51 feet. There is no doubt now about the erection of a concentrator in the early summer. The Slocan Star is a mine.

Assays of ore taken from the 360-foot level of the Le Roi run as high as 17 ounces gold to the ton, and assays of ore taken from the lower (the new) tunnel on the War Eagle run 13 ounces gold. These are the highest assays yet obtained from ore from these two mines, and it indicates that the ore is improving in value with depth.

The Goodenough mine, in Slocan district, has ready for shipment another carload of ore that will net the five owners a thousand or two apiece. They will need it, too, as one of them is off on a honeymoon trip to California and another is treasurer of a political club at Kaslo.

Last year the Nelson and Fort Sheppard Railway Company brought in a steam shovel and a rotary snow-plow and paid the duty on them—several thousand dollars in all. Both were afterwards taken south of the international line to do work on the Spokane and Northern railway, which is operated in connection with the Nelson & Fort Sheppard railway. Luckily, last winter the snowplow was not needed on the Nelson & Fort Sheppard; but had it been, it could not have been used unless the duty was again paid. So with the steam shovel. It was needed to surface the five miles of road between Five-mile point and Nelson, but it could not be brought in without the duty being again paid, and the five miles of road are not yet surfaced. Application was made to Ottawa for an order to allow the shovel to come in without payment of duty, and the application was favorably received; but, for some reason, the order has not been issued. People in this section are asking questions. One of the questions is: "How is it that one transportation company can get the rules of the customs department rescinded at will, while all others must obey the rules strictly?" The day is coming when the under dog will be on top, and it is to be hoped the day is not far distant.

Much figuring is being done to get a whack at the Kaslo & Slocan railway contracts. It is understood the contractors are Foley Brothers & Guthrie of St. Paul. G. O. Buchanan has an order to get out timbers for scows on which to transport the contractor's plant from Bonner's Ferry, and they will afterwards be used to transport the rolling stock to operate the road, which is to be a narrow-guage one.

Captain Gore made an attempt on Friday to get the steamer Kootenai through the Narrows between Upper and Lower Arrow lakes, but he had to turn back after making about three miles through slush ice. He expects to be more successful on Tuesday. If the Kootenai gets through, Manager Troup says navigation will be resumed on the Columbia river route.

The steamer Nelson made her first trip of the season to Bonner's Ferry yesterday, leaving Nelson at 7 a.m. This is about a week earlier than last year. It is reported daily train service between Spokane and Nelson begins on April 1st. The steamer Nelson will be kept hustling to make all her connections.

Nelson Miner.

Mr. Daveys has about 50 men working at the Silver King and expects to put on ten or twelve more immediately. It is understood that plans and specifications for the tramway are now being prepared, and when they have been authorized by the board in London the work will be commenced.

At Forty-Nine Creek everything will be ready to begin work about the 1st April, by which time it is posible that there may be some water in the creek. At present although it is warm enough at the lower levels, everything remains frozen hard on the hills above, from which Forty-Nine Creek is supplied.

A new feature appears in to-day's Miner, nothing less than the "Shipments of Bullion," which will be found after "Ore Shipments" in our first column. The first load was brought down by the Nelson on Saturday last and excited a good deal of interest.

Capt. Gaudin, British Columbia agent of the Dominion Marine & Fisheries Department, is staying at the Nelson House. He has come in to see the erection of the light at the entrance to the outlet from Kootenay lake.

MIDWAY.

Midway Advance.

Mr. Elliott has two men steadily employed doing development work on the Smuggler claim, Camp Fairview.

The shaft on the Emma claim, Summit camp, is now down 65 feet. When the 75 foot level is reached, it is the intention to run drifts on the ledge. The property belongs to the Parrott Smelting Company.

On Saturday week last the Morning Star, Camp Fairview, had another clean up after a month's run. It is understood the returns were very satisfactory and in excess of some of the former ones.

Mr. W. T. Thompson has secured from Messrs. Symonds and Wallace an option on the Lead King. This body of ore carries the largest percentage of lead to be found on any claim in the Boundary Creek district, and when smelting works are erected here, should be in great demand.

Last week's stage from Marcus brought to town Mr. H. Hamill and Mr. H. Fairbairn of Moscow, Idaho. These gentlemen are moving through the country looking up promising locations, and being struck with Midway's location for a good town in the future, gave expression to their conviction by purchasing some town property.

The bridge over the Kettle river at McLaren's is now about completed, the settlers for the last few days having been engaged in hauling rock to fill in the piers. As soon as this is done the structure will be ready for traffic. It is hardly necessary to say that the work reflects great credit upon those who were engaged upon it, as also upon the government.

VERNON.

Vernon News.

The last year or so has made a wonderful change in the appearance of the strip of land between Okanagan and Long lakes, known as the commonage. From its high location this was formerly considered as useless except for grazing purposes and was held as a reserve by the government to be used as a common range. When it was thrown open for pre-emption those who took up farms were considered by some of the old timers as little less than insane. Time has changed this opinion, however, and some of the most promising little ranches in the district are now to be found on this once despised location. Several new settlers have taken up claims during the past winter and are busily engaged fencing, putting up buildings and getting in crops. There will be in the neighborhood of one thousand acres broken this year and all the owners of the claims appear to be confident of success. They have the best of grounds for their hopes, as despite the dry season of last year several good crops of grain were raised on the first breaking. Among those who are doing the most work this spring are Messrs. Quinn Faulkner, McAulay & Grant, A. Carr and C. Fahrni. An excellent opportunity for fruit culture is offered on this part of the district, which promises in a few years to be one of the most thickly settled and prosperous sections of the Okanagan.

The first shipment of butter from the new creamery recently established by Mr. Murdoch McKay, arrived in the city this week, and was secured by the Hudson Bay Company. The butter is of superior quality, as Mr. McKay has had considerable experience in butter making in some of the largest creameries in the Northwest and Manitoba. He has a splendid place for this industry, and as he intends supplying families with whatever they require weekly, he is certain to soon work up a large trade.

Mr. J. D. Graves, the Nicola cattle buyer, who visited the district last week, secured nearly a thousand head of stock. He bought from Mrs. Greenhow, Messrs. O'Keefe, Lavesseur, Basette, Lefebre and others in White Valley and the Mission.

A larger catch of fur has been made this winter in the district than for some seasons past. Marten, lynx and wolverine have been unusually plentiful, and though the season was a very short one the trappers have all made good "packs." Marten of good quality averages about $2 each this spring. The only fur-bearing animals that are scarce are beaver, of which very few can now be found in this part of the province.

The price of eggs has come down with a rush this spring, owing to the mild winter which has been extremely favorable for poultry. On former years they sold at this season from 30 to 40 cents, now they bring only about 15 cents. Recently several shipments have been made to the coast, and it is gratifying to note that we are no longer compelled to import eggs from the east, as was formerly the case.

A serious accident occurred on Sunday night at Sicamous. A man named Dan Fraser from Revelstoke, was boarding the rear car of the train going west, when he lost his footing and fell to the ground; the wheels of the car passed over his foot, crushing it to a jelly. He was taken to the Kamloops hospital and the foot amputated above the ankle. He is progressing favorably and fatal results are not anticipated.

The town was startled on Monday night when it became known that Mr. John Donald, a well known business man of Kelowna, had been arrested at the instigation of his partner, Mr. T. Riley, charged with the serious criminal offense of falsifying the books of the firm. For three years Messrs. Riley & Donald have been engaged in the agricultural implement business at Kelowna, and recently they became unable to meet their engagements and the business was closed up under a chattel mortgage held by Mr. G. Riley of Victoria. Mr. Donald has been bookkeeper for the firm and it is claimed by his partner that he has been guilty of gross irregularities in his work.

Dr. Morris has secured the appointment of physician for the S. & O. railway. This will be greatly appreciated by the railway men, as hitherto their doctor had been located at Kamloops.

Mr. Attwood at Kelowna was in the city this week and reports farming operations as well advanced in the mission valley, the fall wheat is looking unusually thrifty and a good yield is anticipated.

Mr. Wm. Burns, school inspector, has been visiting the district on his annual tour this week. On Monday he inspected the schools in White Valley and Coldstream, with both of which he expressed himself as well pleased, and on Tuesday he visited the city school with equally satisfactory results.

PORT HAMMOND.

From Our Own Correspondent.

Port Hammond, March 28.—The weather for the past week has been very wet, which has retarded the farmers from doing the usual amount of work.

Mr. T. S. Higginson's carload of horses arrived from Calgary last week and are some of the finest ever imported into this place. Mr. Higginson is making great improvements on his farm on Pitt Meadows and is the first to cultivate the prairie lands since the dykes were completed. His example should be followed by all who own prairie land. Finer and richer soil could not be found anywhere.

Several petitions are in circulation asking the municipal to borrow $50,000. In all probability it will be consigned to the waste paper basket. The idea is to borrow the money and build a road to Pitt river through the municipality and then ask the government to build a bridge across Pitt river. The originator of the petition might know that the government has no money to spend on bridges or anything else.

With E. B. EDDY'S Matches

A point has been reached where all demands made upon them are fully satisfied

They represent the highest attainment known in modern match making.

Toronto, Ontario.

As Well as Ever

After Taking Hood's Sarsaparilla

Cured of a Serious Disease.

"I was suffering from what is known as Bright's disease for five years, and for days at a time I have been unable to straighten myself up. I was in bed for three weeks; during that time I had leeches applied and derived no benefit. Seeing Hood's Sarsaparilla advertised in the papers I decided to try a bottle. I found relief before I had finished taking half of a bottle. I got so much help from taking the first bottle that I decided to try another, and since taking the second bottle I feel as well as ever I did in my life." GEO. MERRETT, Toronto, Ont.

HOOD'S Sarsaparilla CURES

Hood's Pills are prompt and efficient yet easy of action. Sold by all druggists. 25c.