THE PUBLIC WORKS DEPARTMENT.

We have noticed lately that several sections of the province have been complaining bitterly about the manner in which officials of the public works department have been handling the construction of roads, trails and bridges in some sections of the interior. One of the principal complaints has been that in the construction of new roads large sums of money have been uselessly expended, the work done being out of proportion to the amount disbursed. An authentic instance has been brought to our notice, the facts being as follows:

At the last session of parliament an appropriation was made for the construction of a road between Keremeos and Princeton, in the Similkameen mining division of West Yale. Even after the road had been surveyed, needless delay took place before construction work was started. The road was of the utmost importance to the whole district, it being practically the gateway to this promising mining section; yet after work was started and fairly under way, it was suddenly stopped for no apparent reason. About half of the road was built, but it is of no service whatever until it is completed for the entire distance, as it will be used as the main mail stage and freight route into the Similkameen section. As a natural consequence business in Princeton and the surrounding district has been at a standstill this winter and several mining properties which would otherwise have been developed closed down work pending the completion of the road.

On strong representation being made to the Chief Commissioner, the recently appointed inspector of roads paid a visit to the district to find out if it was possible to re-start work, also to inquire as to why work had been stopped. He found the road an easy and practicable one to build, and at once gave instructions to have construction gone on with and the road completed at the earliest possible moment. He could not find out, however, why work had been stopped, and as yet no reasonable excuse has been given. The total delay as far as time was concerned was about three months, but the damage done to the progressive community simply keeps its forward movement a year behind.

Now the Times would like to ask why such mismanagement is allowed to exist? The Chief Commissioner is a man who we believe is doing his utmost to handle his department in a business-like way, but why does he permit such palpably poor handling of the most important section of his department? Why should the progressive movement now taking place throughout the province be retarded for one moment by either gross incompetence, or worse still, obstacles purposely placed in the way of good government?

We quite understand that the Chief Commissioner is the one strong Liberal holding office in Premier Dunsmuir's cabinet, but if he is to be of any service to the province as the head of his department, he must at once put a stop to any such instances of poor administration as we have quoted.

WHAT OF THE EMPIRE?

The question of the future relations of the central and out-lying parts of the British Empire has been receiving considerable attention of late, and we expect the discussion will be carried on with more energy than ever now that the death of the Queen has cut one of the strongest of the bonds that bound Britons, whether living at home or abroad, together. The element of loyalty to the Empire will remain as strong as ever, but it would be useless to deny the fact that to some extent the strain of personal devotion to the sovereign will be removed from it. All the world is friendly in word, and the expressions of marked sympathy for us in the loss we have sustained in the passing away of the Queen are fully appreciated, but they do not alter the obvious truth that all the great nations are commercially hostile and would rejoice if they could point out that we as an Empire are industrially decadent. The trade of Britain is increasing rapidly, but it is claimed that relatively it is not holding its own with that of the United States and Germany, and certainly her supremacy is not so marked as it was some years ago. Great Britain now remains the only free trade nation in the world—even her colonies exact duties upon her goods—but none of these things shake the strong rock of her faith in the policy under which she has flourished exceedingly in the past. Trading with Russia by foreigners has almost been completely put an end to by the application of her exclusive tariff to Siberia, the United States not only shuts out British manufacturers and reserves her markets for her own factories, but sends her surplus to the United Kingdom and colonies, and by reason of the high prices obtained in the protected home markets sells it at prices with which the British home manufacturers cannot compete. The same applies to Germany and France. In view of all these facts far-seeing men are beginning to question the wisdom of the course of our Imperial statesmen and to wonder how long they will be able to maintain their present position.

Canada under the Laurier administration has made the first advances towards consolidation. Conservatives have held, and some of them still hold, that we should devote all our energies towards creating a great nation in Canada, meaning thereby that our tariff should be applied to Briton and foreigner alike; that we should practically adopt the same policy as the United States and sell as much as possible and buy as little as may be from the Mother Country. The Liberal government and the majority of the people take a different view, as is natural when the tremendous expansion of trade which has taken place under this fairer and more enlightened policy is considered. When is the next step to be taken? The present position is not a final one it is generally believed and devoutly to be hoped. Would it be an injury to Great Britain if in some respects she were to take a leaf out of the book of her neighbors and reserve for the most part her markets for her own people? In the event of such change could the colonies afford to reciprocate? These are the momentous matters that are now or are likely soon to be vigorously debated, and on their settlement may depend the course of the revolution which is now said to be going on in the commercial world or the precipitation of a still greater one. Some hold that on the successful solution of the problem depends the salvation of the Empire. Others say that it is a matter which has never been presented to the minds of British statesmen, and that in any event the colonies are not ready for such a change. All these things will be determined in time, and we shall be very much surprised if they are not much more before the people than has hitherto been the case.

The boast of the United States is that they have a continent as great as Europe, with great diversities of climate and of product, and that it is hopeless for that small northern island, isolated from the world commercially and divided even from her colonies, to hope to maintain the commanding position she has held for so long a time. We may as well face the fact and admit that all these things are true, under present conditions. It is almost impossible for the human mind to comprehend what the American nation may attain to in a material way if its integrity be maintained for another century. But what about the Empire of Britain if its various parts were joined together in just such an organic union? Are the resources of Canada, of Australia, of South Africa, of India, of Egypt, of Great Britain and all the other islands of the sea, not the greatest ever possessed by any people, and economically applied would they not for all time sustain the Empire as the dominant power in the world?

HIS MAJESTY'S MAILS.

The Postmaster-General has not yet succeeded in making the Canadian post office department pay its way. However, notwithstanding the fact that a penny rate has been given to the Empire at large, and a one cent rate to the cities, the deficit for the past year has been small, compared with what it was under less happy and efficient auspices. Conservative ministers had been in the habit of standing up in their places, and after referring to the magnificent distances and the sparse population of Canada proclaiming that the mails must necessarily be carried and distributed for an indefinite time at considerable loss to the people of the country. They never at any time asserted that those who benefited by the service should pay for it, as some of them are ready to do now when they are inclined to find fault with Imperial penny postage. Their annual deficit usually approached three quarters of a million, and they held out little hope of its being reduced. With the change of government, while the old rates were maintained, this deficit was practically wiped out in a couple of years, and it was felt that the time had come for a reduction all round. That change was made, a more efficient service in every way has been provided, the mileage of carriage has been added to enormously, many new offices have been opened, and yet the deficit for the year lately closed has been only a trifle over four hundred thousand dollars, as compared with nearly eight hundred thousand during the last year of Conservative administration. In 1900 227 new offices were added to the Postmaster-General's list, and an increase of 18½ per cent. recorded in the number of letters carried. Henceforth, with the great increase in immigration which has commenced, and is expected to gather impetus with the passing of the years and the consequent greater volume of business which is sure to be done, Mr. Mulock confidently expects that the time will soon come when the service will approach very closely to the self-sustaining point. In this age of rapid progress, however, changes in methods are so frequent that no one can tell what a few years may bring forth. For business and social reasons the avenues of communication between nations and units of nations are constantly being added to. As the postal service of a few years ago would be looked upon as utterly inadequate to supply the demands of the community at the present day, so our present postal service may shortly be almost entirely relegated to the background by a cheap and efficient system of telegraphs and telephones. Sir Sandford Fleming has pointed out that these services, popularly administered, should be the cheapest means of communication known, and when the matter is thoroughly looked into we do not know that it would be so easy to prove his assertions fallacious. It is gratifying, in view of what may take place in the future, to know that our post office department is so thoroughly up-to-date and is administered with such energy and efficiency that opposition newspapers and public men, notwithstanding their eagerness to discover something to find fault with, when they come to deal with Mr. Mulock are practically stricken dumb, and that in these evolutionary times in one department Canada will be found marching in the front rank with the most progressive of the nations.

AN INSTANCE OF TURNERISM.

Two days ago we had occasion to animadvert upon the action of the Lands and Works Department in connection with the Princeton-Keremeos road. The facts were extraordinary, and, be it said, mysterious. Work was stopped upon a highly necessary public road in good weather and before the appropriation was exhausted. Three months were thus lost and the Similkameen country thrown back a year. No effect happens without a cause. But what could in this case have been the cause at work? The matter at first sight seems incapable of a reasonable explanation. But it is not, when the conditions are explained. In the Similkameen there happen to be two rival townsites competing to be the centre of the same territory. Of the respective merits of these two townsites we know nothing and care less, but one of them happens to be controlled by elements supposed to have a government "pull," and one of its attractions was the influence of that "pull" with the government to have it made the headquarters of the country. This influence may be suppositious, or it may be real—we strongly suspect it is the former—but its power to populate the townsite in question has been strongly insisted on in the country where that townsite is located. For some reason or another that townsite has so far had but a limited success, and the more the country was opened up the more its rival seemed to prosper, at its expense. The only hope of resuscitating it was to try a final boom on the strength of railway construction when that came about. In the meantime the sapient idea of preventing the growth of the rival by bottling up the country altogether seems to have prevailed, and for that reason the work on the wagon road was stopped. The stoppage was accomplished through a subordinate official. We have therefore the following chain of cause and effect: Desire on the part of certain townsite promoters to bottle up the country to advance their own interests; utilization of a suppositious "pull" at Victoria to effect their purpose; stoppage of the road. No one could possibly find fault with the adoption of any fair methods of competition between two rival townsites. But surely the interests of a whole country side are more important than either one of them could be. To wreck the prospects of the community for a year to advance one townsite against another seems a very short-sighted policy; to do so by means of interfering with the function of government in developing the country is great abuse of political influence, however justly earned or enjoyed. One might as well try to catch a mouse with a traction engine as to try to affix responsibility on any individual for this disastrous stoppage of work. But this interference of private influence with government is an instance of what is known as Turnerism, and is what has endeared the name to the people of the upper country. It is much easier to give an instance than an abstract definition of any "ism." Asked to define alcoholism, we point naturally to a drunkard; asked for a definition of Turnerism, we exhibit the stoppage of work on the Princeton-Keremeos road, and such like matters. The Hon. J. H. Turner may have known nothing about it—very likely he did not. It is the misfortune of some men to give their names to abstractions for whose complete malignity they are by no means responsible. Machiavelli was one of these men—J. H. Turner is another. As a part of the same scheme pressure was brought to bear to delay the construction of needed public buildings in the Similkameen in the hope that the destination of these buildings might finally be changed from the one townsite to the other. We suppose there is more or less of this kind of thing in connection with every government. But Turnerism differs from the general undue influence exerted upon governments in two respects. First, the administration, departmental and executive, is honeycombed with officials who readily submit to the infection of this deadly "ism," and, second, Turnerism is always applied in direct opposition to the new blood and energy which is building up the interior of this province, and in favor of the petty enterprises of derelict old mossbacks. It is not, we regret to say, its immorality which makes it so bitterly detested, but the fact that as a working force it is always directed towards restricting the development of the province and restricting the opportunities offered by the province to brains and energy, and towards the advantage of those who, doing nothing, would lay all those who do labor to open up the resources of the province under tribute to themselves. The essential weakness of the Dunsmuir cabinet is that, while it was supposed to liberate the province from this influence, it contained elements which rendered a complete emancipation impossible. Because emancipation can only be accomplished by root and branch reform among the subordinate officials of the government, to any and all changes among them elements of irreconcilable opposition appear. For instance, the road superintendent immediately responsible for this Princeton-Keremeos scandal was promptly fired two years ago and as promptly reinstated on the request of Mr. Turner last summer. The chief commissioner is far from being an admirer or exponent of Turnerism, but unfortunately he is smothered under the dry rot of his department. He must needs act with firmness and dispatch, or his name will be pressed into the service of some unlovely and unpopular abstraction also. Statesmen should remember that the popular mind is always just to ideas and facts, but never either just or generous to persons. That is the law by which an individual is sacrificed to the common good.

THE GLOBE AND THE C. P. R.

We do not profess to be able to penetrate to the depths of the editorial mind which directs the policy of the Toronto Globe. We are content to read its articles, appreciate the cleverness with which they are written and the tremendous quantity of news from all quarters of the globe it lays before those who have the good sense to take advantage of its enterprise. It has lately been dealing very vigorously with the shortcomings of the railways of Canada and contending that in consideration of the millions of dollars of public money which has been poured into their coffers their treatment of shippers has not been as fair as it might have been. Our own province has been the chief sufferer by this alleged rapacity, but the articles of our contemporary have dealt with the short-comings of common carriers in all parts of the Dominion from the extreme East to the Far West. It has received substantial support, too, in its position from business men and bodies in Ontario particularly. They have furnished evidence, which no attempt has been made to refute, that goods from points in the United States are transported to the seaboard at much lower rates than are products of Canada, although the latter have to be carried a much shorter distance. Canadian merchants are discriminated against and those of the chief American cities favored. The Toronto paper thinks this is not the purpose for which the people taxed themselves when they assisted in the building—in some cases practically built—these commercial highways. It contends that a railway commission, or some body with the power to do away with these evils, should be created. We think the people generally will support it in its position.

Some shrewd journalistic minds are not satisfied with the statement of the declared purpose of the Globe. They profess to understand its motives, and attack it with a virulence to which it is no stranger. They claim that its directors are steering its course at the present time, and that two of the chief of these have an eye solely to their own interests as proprietors of the Crow's Nest coal mines. It is not asserted, but it is hinted, that the C. P. R.'s treatment of British Columbia is above criticism, and that it would be an Canadian to subject that great corporation to too severe competition. We shall not venture an opinion upon that latter point, but we do say that we think the time will come when British Columbia will insist upon being accorded the same privileges as are given to all other parts of Canada in respect to railways. If an American company desires to construct a road in or through the province of Ontario, or Quebec, or Manitoba, or any other province of the Dominion, no man, be his patriotism never so ardent, dare rise up in the legislature or anywhere else and say nay, this must not be. We think British Columbia is now in a position and in the mood to assert her rights. It is being everlastingly reiterated that there can be no satisfactory development without railways; we are even willing to tax ourselves still more to assist railways; and yet there are those who contend that when railways are offered to us without money and without price we should refuse them, because these foreign corporations are unpatriotic and seek to deprive us of part of our rich inheritance.

We have never read that Messrs. Jaffray and Cox, who are alleged to be directing the policy of the Globe, had any complaint against the C. P. R. because of that corporation's treatment of their coal interests. We have read, however, about complaints from the owners of metalliferous mines in British Columbia. Messrs. Blackstock and Gooderham are neither Liberals nor directors of the Globe, yet they say the C. P. R.'s smelter and transportation charges have absorbed so much of the profits of their mines as to make the extraction of ore almost profitless. Their protest was not without effect, as the War Eagle people are now in a fair way to acquire the Trail smelter.

Mr. Elias Rogers, of Toronto, the managing director of the Crow's Nest Pass Coal Company, deals with the alleged lack of patriotism of his exporation as follows:

"There are so many absolutely untrue things being said just now about the Crow's Nest Coal Company that it seems idle to pay any attention to them. You can't answer all of them. I can only say that all the discrimination there is or has been is in favor of Canada. As a matter of fact in this case we have been getting more money for coke going to Montana than for coke we have been supplying to British Columbia. Prices for coke have varied some from time to time with us as they have with cokemakers in the United States, but the contract prices current with us at the present time do not vary nearly as much as the contract prices current in the United States. Unfortunately, owing to storms and severe weather, the transportation difficulties are such that we are not able to send any coke to the United States at all at the present time, and even the British Columbia smelters have been short, although there have been large numbers of cars standing loaded at our coke ovens for days and almost weeks at a time waiting transportation. You can say," said the Rogers, "that in the question of price and in every other way British Columbia has the preference, and that the British Columbia requirements will continue to have the best possible consideration. As stated by me in a previous interview, it is the settled policy of he company to co-operate in every possible way with the railways and government of British Columbia in the development of that country, and to look for small profits on a large tonnage rather than large profits on a small tonnage."

GERMAN ASSASSINATED.

(Associated Press.)

Arlon, Belgium, Luxembourg, Jan. 26.—M. Orban De Xivry, governor of the Belgian province of Luxembourg, was assassinated here this morning by a man named Schneider, who afterwards committed suicide.

THE ROWE CASE.

A Mail and Empire Representative Investigates.

THE PARTICULARS IN FULL.

Consecon Has a Sensation, the Like of Which It Has Not Experienced for Years—David Rowe Gives a Written Statement of the Facts of the Case.

From the Mail and Empire.

Consecon, Jan. 21.—For some time this village and neighborhood has been ringing with the story of David Rowe. Mr. Rowe is a farmer, who has lived on a farm three miles from here all his lifetime, and is known to every man, woman, and child for miles around. Some time ago his friends noticed a great change in his physical appearance, and no little comment was made as to the rapidity with which he was failing in health. From a strong, vigorous man he had become a bent and crippled invalid. Recently, however, he has appeared to his friends sturdy and straight, strong and well, and with all his old-time vigor and health. Knowing that such a case would be of great public interest, your correspondent visited Mr. Rowe to get the facts. Mr. Rowe is a modest man of few words, frank, straightforward, and truthful. After having introduced myself, he said

"You need not apologize for visiting me, to enquire into this matter. I do not consider it an intrusion at all. I have little to say beyond the fact that as everybody round here knows, I was bent nearly double with Kidney Trouble, pains in my shoulders, spine, and small of my back. The suffering I endured was something fearful. I could not stand up straight to save my life. I could do no work. I consulted my physician and took his prescribed medicines, but got no better. I read in the newspapers how Dodd's Kidney Pills were curing people of Kidney Disease, Lame Back, and Rheumatism. I bought a box from Mrs. German, who keeps the grocery here. Before it was all used I began to recover, and after I had used ten boxes I was entirely cured, and now, as you see, I am in perfect good health. This is my story. You can print it if you like, as I have nothing to hide, and it may satisfy a good many people who knew of my previous condition to know how I was cured."

"Have you any objections to signing a written statement?" enquired the reporter.

"None whatever," answered Mr. Rowe, "just you go ahead and write down what I say."

At Mr. Rowe's dictation, I prepared the following statement, which he cheerfully signed:

"I had very severe pain in my back, more or less, for upwards of two years. It commenced in my shoulders, and extended down my spine, finally concentrating its full force in what is commonly called the small of my back, or across my kidneys, and there the pain was almost unendurable. It made me go bent over. I could not straighten up to save my life. When I went to urinate it gave me great pain, and you can just imagine a man, suffering as I did, was not able to do much. I consulted a physician, and he prescribed for me, but to no benefit. I noticed in the papers how that Dodd's Kidney Pills were curing many cases of Kidney Disease and Rheumatism, and I determined to give them a trial. I purchased a box off Mrs. German, who kept groceries and patent medicines here. I did not feel any benefit at first, but before I had finished the first box I began to feel a change for the better. I took in all ten boxes, and they have entirely cured me. I have no pains in my back or across my kidneys, and I am a well man to-day through taking Dodd's Kidney Pills."

(Signed) DAVID ROWE.

(Witness)
W. J. MARSH.

Those who may read this article, and do not know Mr. Rowe, cannot fully appreciate the position he holds in this community. He is an able farmer, well and favorably known, and as an evidence of his character for truthfulness and honesty I append the statement of Mr. J. J. Ward, the local justice of the peace:

This is to certify that I am personally acquainted with Mr. David Rowe, and know him to the a man of truth, a man of sterling honesty and integrity, whose word could always be relied on, and a gentleman well and favorably known in Consecon and vicinity, and, in fact, all through the county, and any statement he might give you I have no hesitation in saying that you need not be afraid to use, as a gentleman of Mr. Rowe's standing giving a written statement would be sure to carry weight with it.

J. J. WARD,
Justice of the Peace in and for the County of Prince Edward.

Protect Your Lungs
WITH
A Lung Protector

We have many different kinds, and we sell none that we cannot recommend. We are in a position to supply your drug store needs with promptitude. Give us a trial.

Cyrus H. Bowes,
CHEMIST
98 GOVERNMENT ST., NEAR YATES ST.

We Are Making

A "leader" of our Breakfast Foods and to assure you of always getting them fresh and reliable we have made arrangements for weekly shipments, which is a feature that should not be overlooked. See our window display. Rolled Wheat, Cream of Wheat, Ralston's Breakfast Food, Germea, Farina, Flake Barley, etc.

SNOW FLAKES .....10c. pkg.
BREAKFAST GEM .....2 pkgs. 25c.
QUAKER OATS .....2 pkgs. 25c.
ROLLED OATS (B. & K.) .....30c. sack
RIPE OLIVES .....25c. pint

DIXI HAMS AND BACON ARE UNSURPASSED.

DIXI H. ROSS & CO., Leading Grocers.

NOTICE TO CONTRACTORS.

HIGHWAY BRIDGE, NORTH FORK KETTLE RIVER, AT HARDY'S CROSSING.

Sealed tenders, superscribed "Tender for Bridge, North Fork Kettle River," will be received by the undersigned up to and including Saturday, the 9th February next, for the construction and completion of a wooden highway bridge across the North Fork of the Kettle River at Hardy's Crossing.

Drawings, specifications and forms of contract may be seen on application to Mr. J. A. Dinsmore, provincial constable, Grand Forks, B. C., and at the Lands and Works Department, Victoria, B. C., on and after the 14th instant.

Each tender must be accompanied by an accepted bank cheque or certificate of deposit on a chartered bank of Canada, made payable to the undersigned, for the sum of eight hundred ($800) dollars, as security for the due fulfilment of the contract, which cheque shall be forfeited if the party tendering decline to enter into contract when called upon to do so, or if he fail to complete the work contracted for. The cheques of unsuccessful tenderers will be returned to them upon the execution of the contract.

Tenders will not be considered unless made out on the forms supplied and signed with the actual signature of the tenderer. The lowest or any tender not necessarily accepted.

W. S. GORE,
Deputy Commissioner of Lands and Works.
Lands and Works Department,
Victoria, B. C., 4th January, 1901.

NOTICE TO CONTRACTORS.

COQUITLAM, MAPLE RIDGE AND PITT MEADOWS DYKING DISTRICTS. SLUICE GATES.

Sealed alternative tenders for Concrete and Wooden Sluice Gates, superscribed "Tender for Concrete Sluice Gate" and "Tender for Wooden Sluice Gate," will be received by the undersigned up to Saturday, the 2nd February next, for the erection and completion of six sluice gates in the dykes of the above-mentioned Districts.

Drawings, specifications, and form of contract may be seen at the office of the Inspector of Dykes, Lands and Works Department, Victoria, and at the office of the Provincial Government Timber Inspector, Court House, Vancouver, on and after the 16th instant.

Each tender must be accompanied by an accepted bank cheque or certificate of deposit on a chartered bank of Canada, made payable to the undersigned, for the sum of fifteen hundred ($1,500.00) dollars, as security for the due fulfilment of the contract, which cheque shall be forfeited if the party tendering decline to enter into contract when called upon to do so, or if he fail to complete the work contracted for. The cheques of unsuccessful tenderers will be returned to them upon the execution of the contract.

Tenders will not be considered unless made out on the forms supplied and signed with the actual signature of the tenderer. The lowest or any tender not necessarily accepted.

F. C. GAMBLE,
Inspector of Dykes.
Office, Inspector of Dykes,
Lands and Works Department,
Victoria, B.C., 4th January, 1901.

ORDER IN COUNCIL.

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Honor the Lieutenant-Governor on the 16th day of January, 1901.

On the recommendation of the Honorable the Attorney-General, and under the provisions of the "Jurors Act" (Chapter 107, section 27, R. S.)

His Honor the Lieutenant-Governor of British Columbia, by and with the advice of the Executive Council, doth order as follows:

That a Special Sittings of the Selectors of Jurorr for the County of Victoria, be held in the Court House, in the City of Victoria, on Monday, the 4th day of February, 1901, at the hour of eleven o'clock in the forenoon, for the purpose of selecting the names of the requisite number of persons to serve as Grand and Petit Jurors for the County of Victoria during the year 1901.

J D, PRENTICE,
Clerk, Executive Council.

(L.S.) HENRI G. JOLY de LOTBINIERE, CANADA.

PROVINCE OF BRITISH COLUMBIA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To our faithful the members elected to serve in the Legislative Assembly of Our Province of British Columbia at Our City of Victoria—Greeting.

A PROCLAMATION.

H. A. MACLEAN,
Deputy Attorney-General.

Whereas We are desirous and resolved, as soon as may be, to meet our people of our Province of British Columbia, and to have their advice in our Legislature:

NOW KNOW YE, that for divers causes and considerations, and taking into consideration the ease and convenience of our loving subjects, we have thought fit, by and with the advice of our Executive Council to hereby convoke and by these presents enjoin you, and each of you, that on Thursday, the Twenty-first day of February, one thousand nine hundred and one, you meet us in our said Legislature or Parliament of our said Province, at our city of Victoria, for the DISPATCH OF BUSINESS, to treat, do, act, and conclude upon those things which in our Legislature of the Province of British Columbia, by the common council of our said Province may, by the favor of God, be ordained.

In Testimony Whereof, We have caused these Our Letters to be made Patent and the Great Seal of the said Province to be hereunto affixed; witness, the Honorable Sir Henri Gustave Joly de Lotbiniere, K. C. M. G., Lieutenant-Governor of our said Province of British Columbia, in our City of Victoria, in our said Province, this seventeenth day of January, in the year of our Lord one thousand nine hundred and one, and in the sixty-fourth year of our reign.

By Command.
J. D. PRENTICE,
Provincial Secretary.

NOTICE TO CONTRACTORS.

HIGHWAY BRIDGE, KETTLE RIVER, COLUMBIA, B. C.

Sealed tenders, superscribed "Tender for Bridge, Kettle River, Columbia, B. C.," will be received by the undersigned up to and including Saturday, the 9th February next, for the construction and completion of a wooden highway bridge across the Kettle River at Columbia, B. C.

Drawings, specifications and forms of contract may be seen on application to Mr. J. A. Dinsmore, provincial constable Grand Forks, B. C., and at the Lands and Works Department, Victoria, B. C., on and after the 14th instant.

Each tender must be accompanied by an accepted bank cheque or certificate of deposit on a chartered bank of Canada, made payable to the undersigned, for the sum of eight hundred ($800) dollars, which cheque shall be forfeited if the party tendering decline to enter into contract when called upon to do so, or if he fail to complete the work contracted for. The cheques of unsuccessful tenderers will be returned to them upon the execution of the contract.

Tenders will not be considered unless made out on the forms supplied and signed with the actual signature of the tenderer. The lowest or any tender not necessarily accepted.

W. S. GORE,
Deputy Commissioner of Lands and Works.
Lands and Works Department,
Victoria, B. C., 4th January, 1901.

Do You Want To Sell

All or part of your farm? If so, list your property with me. I am making a specialty of farming lands, and at the present time can dispose of your property if prices are right.

J. E. CHURCH,
BROKER, 14 TROUNCE AVE.

FOR SALE—"Oak Farm," Lake District 6 miles from Victoria, on West Saanich road, comprising 51 acres, nearly all cultivated, and good buildings. For further particulars apply to John Black on premises.

Williams's Evide

Plaintiff in Action Aga Le Roi Company Ta the Stand.

His Evidence Corrobor Mr. Bodwell's Staten of the Case.

(From Friday's Daily

The court resumed yesterday on the case of Williams vs. th before Mr. Justice Drake. Th ness called by the prosecutio plaintiff. Lyman F. Williams secretary of the company bef sorption by the B. A. C. H meeting Gov. Mackintosh in S the 13th of May. Mr. Bod what took place at this meeti

To this Mr. Davis objected. dence could not be admitted tract was signed at said me

Witness said there was a but it was only partially sig

Mr. Davis insisted that Wil dence on the point was not, admissible. Witness said the was signed by Col. Peyton. sure it was signed by Mackint were some conditions not in ment.

The document was then p Mr. Davis, signed by Valent and witnessed by Williams. also another signature which did not witness. The sale o was not carried out accordi agreement.

Mr. Bodwell then asked the tell what took place at the between him and Peyton and at Spokane. To this Mr. Dav quoting authorities to show a written agreement was ma two parties in writing, evid memory was not admissible, dence, however, was admitte

Witness then said that Hen and himself met Mackintosh 26th at Spokane. The convers ed with the expression of a the satisfaction of the agree kintosh said he didn't belie be ratified, and asked what co to acquire the majority stock, ley replied that they had v the mine at $3,000,000. He go back on it, but that cons Peyton section held the ma and it would be only six m shareholders' meeting, they w to as much as would go to t should their stock be pick greater price. The governor such a proposal was more th that he was not one to r enemies and punish his frien ceeded to the proposal.

Without Armstrong, who shares, they did not represent but with his and with some which could be acquired in would represent a majority.

Mackintosh asked that noth about the price to Judge H ing to his having meddled belonging to him. They w tion no bargain beyond the $

It was further agreed to p stock in Wakefield's hands t transfer.

The agreement was never

On June 27th he went ov land to the shareholders' m assembling Col. Turner, th produced a restraining orde Spokane Superior court. was not present, and Col. fusing to represent the pool was available and the meeti ed. The following mornin deadlock occurred, and the sulted in nothing.

He authorized Col. Peyto him. Henley authorized wi for him. Later that evening ed Peyton attorney for Hen as for himself. His authori ed, and he exercised that lim ity only.

Late that night he signed putting the stock in escrow. after Col. Peyton had repo the terms of the agreement.

On September 16th, at th National Bank, Spokane, he Peytons and Mackintosh. then said that the governor released from the contract majority a sum equal to th the minority, with whom cluding an agreement, and listen to the reading of a l which he had written. The holders retired to a direct consider the matter.

The letter was then read well. It was addressed to mosh and briefly set out that of stockholders would releas obligations to pay them the the minority, provided he the their stock and guarantee t tion would be stopped. asked for ten days to con deal, but the syndicate gav days.

When the shareholders governor stepped in and sh gram in cipher, which he dispatched to London. Neg sumed about an hour.

The reasons why they c cause none of them had ments in which forfeits w while the Dawville stockhol fortunate for their money.

The money was received a of November, more tha days specified in the agree Mr. Davis here intimated prefer to defer the cross-ex the witness until the morn court rose.

The hearing of the case vs. B. A. C. was resumed Supreme court this mornin Justice Drake. There was tendance of the public, grea ing excited in the hearing

The plaintiff Williams a the box and his examin was conducted by Mr. Bodw that on the 27th of June, a in Rossland, the witness Major Armstrong was not be acted for him and tra authority to Col. Peyton.

Cross-examination was