

The Colonist.

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PERCIVAL R. BROWN, - - - Manager.

THE DAILY COLONIST.

Delivered by Carrier at 20c. per week, or mailed postpaid to any part of Canada (except the city) and United States at following rates:

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THE SEMI-WEEKLY COLONIST.

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NOTICE TO ADVERTISERS.

All new advertisements and changes of advertising, to ensure their being inserted should be handed in to the business office not later than 9 p. m. at the business office, but insertion cannot be guaranteed. For urgent advertising after 8 p. m., consult the Night Editor.

THE C. P. R. PURCHASE.

In discussing the deal which has just been consummated whereby the C. P. R. has secured a controlling interest in the C. P. N. Co., the Colonist cannot but feel that something has been accomplished which is pregnant with great action affecting not only Victoria, but the whole province of Canadian coast transportation. The paramount certainty is that the C. P. N. company's traffic facilities will be immediately raised to the high standard which is set by the C. P. R. in the conduct of all its vast enterprises, and that the Canadian coast cities will thus be placed on the long-desired equal footing with its United States competitors in the race for the great carrying trade of the North. That that will result in an almost immeasurable degree to the advantage of British Columbia no one will be inclined to deny. For that reason, looking at the matter from a provincial standpoint, the announcement of the consummation of the deal is very good news. What the plans of the C. P. R. are regarding the operation of the newly-acquired business, and the ideas of future arrangements, have not yet been divulged. Victoria has a very vital interest in knowing what they are, and may be depended upon to watch developments with a keen eye to the protection of its own interests. That seems about all that it is necessary to say upon the subject at present. The C. P. R. is a business concern, run on business principles; and it seems a reasonable conclusion to assume in the face of that fact, that there will be little inclination on that company's part to disturb the settled business conditions unnecessarily.

LOYALTY.

Much has been written in regard to loyalty to one's country. Our school readers ask: "Breathes there a man with soul so dead who never to himself has said, 'This is my own, my native land?'" Loyalty to one's country is the essential duty of every man with a spark of patriotism in him. It is loyalty that makes the soldier forget everything save fighting in the common cause, and it is good or bad, of the land he calls his own. It is loyalty that makes him forget his weariness, his wounds, his privations, until he falls and dies in falling. It is loyalty, or it should be, if it is not, that is the foundation of every statesman. It is loyalty that makes the citizen. It is loyalty that causes even the children's eyes to brighten when deeds of prowess are recited for them. You can see the sturdy little backs straighten, the fingers stiffen, the head push up, and you know they are all aglow from the spark within—a tiny spark as yet, but one that will grow broader and warmer until the children are the men who will face death rather than see their country wronged, and the women who will send their brothers and husbands to the wars, and die, if need be, for the empire to which they belong. It is loyalty that binds us all together in national trouble, and that makes us stand, the high with the low, the rich with the poor, united in the common cause of love for the land that is ours.

But there is another sort of loyalty besides the loyalty to one's country. It is the loyalty of every man to himself. The old Stoics tell us:

"Remember you are but an actor, acting whatever part the Master has ordained. It may be short, or it may be long. If he wish you to represent a poor man, do it heartily; if a cripple or a magistrate, a soldier or a private man, in each case, act your part with loyalty and honor."

Every man has, sometime or other, felt within him the light to all that is best and sweetest in the world around

him, which is the kinship to the Good, to the Beautiful, to the Pure or to God. It matters little what we name it. It is the Best we know, and it is the only way we can think of God. This sense of kinship may only come once in a lifetime, but once is enough to let us know it is there, and to strive to be loyal to it. We are part of it, we belong to it, just as we belong to our country and our Queen. Only there is nothing but purity and goodness and sweetness about it. It is the "Divine Heritage," and our land, the land we love and live for, or fight and die for, is the "earthly heritage." Both are the gift of God, and we may have to die in order to be true to the one as well as to the other.

It is loyalty to our land and to our Queen that makes us fight our country's battles. It is loyalty to ourselves and to God that makes us, in the very jaws of death, stand by a dying comrade or give our last drop of water to an enemy. It was loyalty to themselves that made the early scientists die for the principles that they had dared to advance in the teeth of overwhelming theological dogma. It was loyalty that gave Emily, rather than to face death at the stake, rather than to recant, as Gallileo had done before him. There is something sublimely grand in the death of this great man. He was absolutely alone. Unlike the Christian martyrs, Heaven was no real place to him, and Eternity was no reward. He believed in God as the "All in All," "The Universe," "The Sole Cause of All Things." There was no personal saviour to him, who would hold his hand through the flames, so that there should be no terror in death. Firm in his belief of what he felt to be true, loyal to his principles that must have been God-given, if God is Truth, he stood alone, "no accuser, no witness, no advocate, only the familiars of the Holy Office, clad in black robes, moving stealthily about, and the tormentors and the rack awaiting him in the vaults below. When he died, he was read, he said to his judges: "Perhaps it is with greater fear that you pass the sentence upon me than I receive it." And so he died, firmly loyal to himself and to God, whom, if he did not worship as other men worshipped, he supported as the soldier supported his country's rights to retain, by adhering to and dying for the truths that have made the world a freer and better place to-day.

It is loyalty to ourselves that makes us shrink from all that is false and impure. As far back as we can read, we find the old philosophers teaching us in every age and clime. In the laws of Menu, we find written: "The soul itself is its own witness; the soul itself is its own refuge. Offend not thy own soul, the supreme eternal witness of man." Jesus Christ taught us loyalty when he died on Calvary, and his disciples taught it to him. God is speaking it now, to-day. We have only to open our windows to hear it and see it. It is written in the stars and on the hills. The sea is whispering it, the wind is singing it; they tell us that each one of us is part of God's own image on earth. Beautiful as is the loyalty to one's country and to one's Queen, grander and more beautiful is the loyalty to ourselves and to God; for with God there is no division, no strife against each other. Every man in every land is united with his neighbor, standing shoulder to shoulder, striving to make the world better by being true to himself, bound by a tie invisible, stronger than life or death, the tie of love, which is God.

MISQUOTED STATISTICS.

The Vancouver World, wittingly admitting that Victoria's customs collections for last year surpass those of the Terminal City, endeavors with an ill grace to take comfort from the fact that Vancouver's internal revenue returns are the larger. Says the World:

But the Colonist neglects to say anything in detail concerning the returns of inland revenue. For Victoria the total for the year was \$184,520, as against figures just about double in Vancouver. The total for Vancouver was \$305,089.11. In reality the advantage all around is decidedly on the side of Vancouver. This claim of the World is entirely unfounded, as the details of the internal revenue really strengthen Victoria's position. Is the World not aware of the fact that the internal revenue returns of Vancouver division include the whole Mainland, and that the larger portion of what appears in the Vancouver returns does not belong to that city at all, but to the "out offices"?

Taking official blue book figures for the fiscal year 1898-99, the internal revenue returns are given as follows:

Table with 2 columns: Location, Amount. Victoria city: \$210,202 70. Out office (1): \$12,121 48. Total: \$222,324 24.

Table with 2 columns: Location, Amount. Vancouver city: \$142,032 25. Out offices (18): \$15,831 03. Total: \$257,863 28.

From this it may be seen that Victoria city shows actually a larger return than does Vancouver. Victoria division has only one out office, while in Vancouver division there are at least 18. Surely Vancouver does not take credit to itself for the whole Mainland.

The Colonist does not draw attention to this with the intention of decrying its sister city. The progress of Vancouver and of the whole province is a matter of pride to every British Columbian. The growth of one city benefits the other, and the distorted or ignorant use of figures to decry a sister city is wrong.

THE HIGH SCHOOL.

In the reference to the School Trustees made by the Colonist Thursday morning, and expenditures on education, our remarks were confined to the broad subject, without particularizing contemplated appropriations. Attention

was drawn by Trustee McCandless, at the School Board meeting on Wednesday evening, however, to a matter which calls for immediate consideration—the necessity of providing adequate High School accommodation for Victoria. Trustee McCandless regretted that he would not be a member of the board for another year, so that he might lend his aid towards securing the erection of a new High School, but promised to do whatever he could in his capacity as a private citizen to further the movement. He asked that the present matter be put up at once, and agitate for the building of the needed structure.

From the inquiries which the Colonist has made on the subject, we are quite convinced that additional school accommodation is needed at once, as there are now in attendance at the public schools more children than there is class room accommodation for. The rooms now occupied by the High School are immediately and urgently needed for children of the junior classes of the Central School. It is plain, therefore, that provision elsewhere for the High School must be made for this reason, if for no other. It appears, again, that the premises now occupied by the High School are in every way unsuitable. In general appearance the section of the Central School buildings occupied by the High School is unsatisfactory. It is sandwiched in between the two main buildings, with no entrance other than that provided by a small porchway built into the boiler house. There is no hallway inside and no suitable cloak-room. Neither are there enough class-rooms; and not one of them is suitable for the proper carrying on of High School work. It is not creditable that such inferior accommodation should exist. Visitors to the city, on being shown the building which does duty for the High School, carry away very unfavorable impressions of the place in this respect. We should be in a position to point with pride to the equipment of our schools, not only to visitors who make a short stay, but to people who propose to make Victoria their home. To such, the excellence of the schools is generally a condition of first importance.

With the knowledge we have on the matter, therefore, the Colonist has no hesitation in saying that the erection of a substantial and suitable High School building is a civic improvement which must be made at the earliest possible date; and we hope that the incoming Board of Trustees will give the question immediate attention. We are informed that a suitable structure providing adequate accommodation could be erected at a cost of \$25,000 or \$30,000. The building should be a substantial one, with due regard to architectural taste and with all modern appointments.

The argument in favor of the city undertaking this expenditure as soon as possible may be briefly summarized thus: First—the quarters at present occupied by the High School are needed for the elementary classes; second—present accommodation is not only unsuitable for the purpose, but is so grossly inadequate that it is impossible to do better; third—other city of even less importance than Victoria; fourth—a new High School is needed in order that Victoria may become a more attractive place for intending settlers; fifth—the cost would be insignificant in comparison with the direct and indirect benefits to the city; sixth—present year opens full of promise for civic improvements generally. It is the prevailing opinion that we are on the eve of "good times," with all that the term implies, and the ratepayers are in no mood to quibble about expenditures which, when made, will prove profitable to the city. We hope, therefore, that the time is not far distant when the grievance affecting the High School will have been removed by the erection of a suitable building.

COMMISSION ON MINING.

The proposed parliamentary commission on mining in Canada is receiving the hearty endorsement of business men in the interior, where we own large mining interests. The Colonist is of the opinion that such a commission would be ample to engage its attention and that its labors might be productive of much good. There is great necessity for legislation to protect ores and the products, also to make permanent the present good feeling between miners and mine owners. Our esteemed contemporary, the Seattle Times, tells of four great things that have happened in the interior of that burg during the year. One of them is the order for the building of the battleship; another is the opening of the Denny hotel; another, the \$200,000 gift of Mr. Carnegie to build a public library; and the fourth is the establishment of a direct line of steamers to New York via San Francisco. It asks: "What will be the fifth?" If the Chief of Police is successful, one may be justified in thinking it will be the ability of the city papers to publish to the world that every other man in this city has been in jail at least once a year. But joking aside, we suggest to our Seattle contemporaries that in publishing the Chief of Police's report, they should make it clear that the number of arrests does not mean the number of separate individuals arrested.

JUDGE DUGAS.

Our attention has been called to a paragraph referring to Judge Dugas, of the press, which appeared in the Colonist of October 25th last, under "Kindling News," which was inadvertently copied from a northern paper. The Colonist takes this opportunity of retracting everything in such paragraph defamatory of Judge Dugas, and regrets having published anything which may have injured his feelings or caused him annoyance.

RAIL TO THE NORTH.

One very satisfactory feature in connection with the agitation for the extension of the E. & N. railway to the north end of the Island is the approval which the scheme meets with in all parts of the province. At Vancouver, New Westminster and interior points the press has spoken favorably of the project, there being, very properly, an absence of

any disposition to assert, unjustly, that it is in any sense an enterprise not in the whole interest of the people of the province. Referring to a question raised by Mr. H. M. Grahame at a recent meeting of the board of trade, as to whether Mr. Dumasair would have the co-operation of the members of British Columbia in asking for a subsidy for the railway, the Colonist remarked that it could not answer for Mr. Gallier, but felt it could do so for the five others who represent the province in the House of Commons. To this the Minister of Colonies, replies as follows:

The Minister did not want Mr. Gallier elected, but it has pleasure in saying that he believes he will do right to the best of his judgment. He is not narrow, his efforts will not be sectional. He is broad enough to take in Vancouver Island in his mental vision, and if an all-Canada and south railway on that plan is proposed, he will not be surprised in the general opinion of the people of this province, he can be depended upon to support it. Mr. Gallier will represent British Columbia quite as much as he will justify the good opinion of his friends and satisfy the expectations of his opponents. We shall be glad if this assurance will give you the assurance of our esteemed contemporary at the Capital.

The Colonist is very pleased to be told that Mr. Gallier is a gentleman of such broad views, and has no doubt that the enterprise will receive his hearty endorsement and support. Every indication indicates that the project will be taken up and pushed to completion at an early date.

NORTHERN TRANSPORTATION.

Friday's meeting of the Board of Trade was one of unusual interest. The chief topic discussed was northern transportation, and additional interest was lent to it by the presence of Mr. E. C. Hawkins, General Manager of the White Pass & Yukon railway, who before the regular business of the meeting began made a full statement as to the policy of that railway.

The question of the cost of carriage of goods into the Yukon is one that is very much talked about, but it is also one that is exceptional in its character. The railway is not like any other road. It is operated only for a part of the year, and has as yet freight traffic only for one way. Mr. Hawkins pointed out that it was the desire of the company to assist the individual traders rather than the large transportation companies, and in view of this there ought to be no difficulty experienced by the business men of this city and Vancouver in reaching such a conclusion with the railway as to freight matters as will be mutually satisfactory.

UNHAPPY SEATTLE.

Seattle has our most sincere sympathy. The report of the chief of police for last year states that the arrests for the twelvemonth amounted to twelve per cent of the population, and goes on to say that the police force is entirely inadequate. If one man in every eight was arrested by an inadequate force, we shrink from estimating what a competent police organization might have accomplished. If the Chief gets a favorable report, we will request the police patrol, and will be for many months of subjects to be arrested by an inadequate force, we shrink from estimating what a competent police organization might have accomplished. If the Chief gets a favorable report, we will request the police patrol, and will be for many months of subjects to be arrested by an inadequate force, we shrink from estimating what a competent police organization might have accomplished.

VICTORIA AS A TERMINUS.

A despatch has gone out from the Associated Press, but we do not know from what point, to the effect that J. J. Hill, president of the Great Northern, has determined to make Victoria a stopping place for Oriental passengers, and send them from here across the Continent as a step beyond the reach of any other line. It will be an exceedingly difficult thing for Mr. Hill to set a pace which the Canadian Pacific cannot equal from this city, although he would probably be able to distance all competitors, which sends their passengers to Mainland points, either in the United States or Canada, by a great margin. The fact is that Mr. Hill made Victoria the last point of departure and the first port of call, and there is no way of getting away from it. We are convinced that the demands of Oriental business, and the fact that time enters so largely into transportation problems nowadays, will compel the great railway and steamship companies to recognize the advantages of Victoria, whether they will or no. But there is no disposition on the part of any company to do otherwise than is right by this city, or perhaps the correct way to state the matter is that no railway or steamship company desires to injure Victoria or will refrain from doing anything that would bring to the task unrivalled ability, but there are no indications given to one locality over another. This was the case in the early days of the Northern Pacific. That much mismanaged enterprise was at its inception controlled by a ring which aimed at making money out of Tacoma town lots. Every other consideration was subordinate to this single interest, with the result that Seattle was in imminent danger of being side-tracked. But the people of Seattle were resolute. They believed that Nature was on their side, and they fought their ambitious and able rival, the Northern Pacific, as they would. Every other consideration was subordinate to this single interest, with the result that Seattle was in imminent danger of being side-tracked. But the people of Seattle were resolute. They believed that Nature was on their side, and they fought their ambitious and able rival, the Northern Pacific, as they would.

It is, therefore, with the greatest confidence that we look forward to the future of Victoria as a railway terminus and the first port of call of steamships engaged in the trans-Pacific trade. Depend upon it, we have good ground for hopefulness. There is no question now before the people, and there is not likely to be any, in which the ratepayers will be asked to further any plan to bring about the desired result. Therefore, one need suspect that in expressing ourselves thus strongly as to the future we have any ulterior motive. All we aim at is to show the people how the situation looks to us after a great deal of consideration, so that they be on the alert to take advantage of opportunities as they offer. We repeat what we have often said, namely, that the progress of trans-Pacific commerce has only begun, and that in the developments to come this city is certain to have such a share as will once more restore to it the proud position of commercial Queen of the Northwest, which it enjoyed when the pioneer inhabitants came here.

AN IMPORTANT PURCHASE.

We are enabled to announce that the Canadian Pacific Railway Company has acquired a controlling interest in the stock of the Canadian Pacific Navigation Company. They have purchased the greater part of the shares at what is accepted by the sellers as a very good price; at the same time, it will give the Canadian Pacific Railway Company a property which will be more valuable and capable of development in their hands than it might otherwise be.

The full intentions of the Railway Company, we are given to understand, are to spend a considerable amount of money in adding modern suitable vessels to the fleet and improving the present fleet, in order that the trade of the province, as a whole, may not only be protected, but improved. While much attention has of late been directed to the agitation for an improved service, as well as to the competition between the cities of Victoria and Vancouver, it is not the intention of the Canadian Pacific Railway company to ask a bonus from either city, but to seek and develop trade wherever offering.

With such a powerful corporation taking hold of the Navigation Company in connection with its large system, it is more than probable that trade property belonging to the province, hitherto diverted to the Puget Sound cities, will be gained for British Columbia.

Much is due on the part of the province to the principal shareholders of the Navigation Company who have handed over their individual interests in order to promote the welfare of British Columbia. Mr. C. C. Chipman, the commissioner of the Hudson's Bay Company, who arrived here on Wednesday last, has conducted the negotiations between the two parties and brought them to this successful issue.

ATLIN.

We have had several independent accounts of the conditions existing in Atlin, and they are all favorable. Large sums of money are being expended there, principally in preparation for next year's business, although some mining is being done, with very satisfactory results. Unless our informants are all in a conspiracy to deceive the public, and such a thing would be absolutely pointless, the year 1901 should see that part of the province the scene of very great activity. Quartz mining seems likely to be initiated on a very extensive scale, and placer and hydraulic work as well. Indeed, the Atlin folk are very strongly of the opinion that they will once more attract the attention of the world, and this time in a manner that will produce permanent results.

A problem which the development of quartz mines in Atlin, some of which are smelting propositions, in connection with the opening of similar mines of gold and copper elsewhere in the Yukon valley, will force home upon the immediate consideration of the governments of the Dominion and the Province, is how best to get these products to smelters. We believe the proper place to smelt the ores of the North, as well as of the Coast of British Columbia, is somewhere on Vancouver Island. Even if a good coking coal is discovered in the Yukon, which seems at present open to doubt, although there appears to be plenty of good steam coal, the short hours of labor in the winter, and the difficult conditions under which work must be performed out of doors, and the necessarily high rate of wages there, because of the fact that all provisions and everything else must be carried North, will make it far cheaper to bring down the ore to be smelted at some point near the Vancouver Island coal mines. We, therefore, urge that no time should be lost in developing a plan for the carriage of such ores southward. If a good arrangement can be effected, the opening of properties on Vancouver Island at the rate witnessed during recent years, will see established on this island the greatest smelting works in North America.

A correspondent makes some very sensible remarks on the danger of allowing very young boys to carry shot guns or rifles, and urges that measures be taken to put a stop to it. While, perhaps, the authorities might be able to take some steps towards this end, the fault lies at the door of the parents who allow their young sons to go shooting without proper supervision. No great harm could be done to allow a lad to go shooting accompanied by a grown-up person, but when a group of small boys armed with guns go out shooting, unaccompanied by an older head, to prevent reckless larking, the danger is very great. Such a sight as our correspondent refers to is not uncommon in the neighborhood of Victoria, and the wonder is that accidents are not more frequent. Within the city itself small boys with air guns and catapults wage war practically unimpeded against the little birds of the air, and small danger of the public or the windows of the neighborhood.

The suggestion put forward by one of the London dailies that Sir Wilfrid Laurier should be asked to act as peace-maker in South Africa seems to have met with approval. It would be a very complimentary to Sir Wilfrid and Canada were this done, and no doubt the Premier would bring to the task unrivalled ability, but there are no indications given to one locality over another. This was the case in the early days of the Northern Pacific. That much mismanaged enterprise was at its inception controlled by a ring which aimed at making money out of Tacoma town lots. Every other consideration was subordinate to this single interest, with the result that Seattle was in imminent danger of being side-tracked. But the people of Seattle were resolute. They believed that Nature was on their side, and they fought their ambitious and able rival, the Northern Pacific, as they would.

The latest returned members of the Canadian South African contingent are being welcomed by the people of the Eastern cities with the same degree of enthusiasm as characterized earlier receptions. The past year has severely taxed patriotism in their demonstrations of patriotism, but there are no indications of a subsidence of the fervor.

Trustee McCandless has announced that he will not seek re-election this year as School Trustee. His decision on this matter will be heard of with regret. He made an excellent trustee, taking a keen interest in all that concerned the welfare of the board, and attending to his duties with untiring faithfulness. We hope the time is not far distant when his services will permit Mr. McCandless to engage again in municipal work in an official capacity.

It is very gratifying to learn that the affairs of the municipality of Duncan are in a satisfactory condition. May the little town thrive and prosper!

Another new submarine engine of war has just made a very successful trial trip at Cherbourg for the French government. If the improvement in craft of this description continues, Jules Verne's fiction will appear as mere twaddle compared with a recital of the bare facts of a modern naval engagement.

The public will learn with very general satisfaction that it is the intention of the authorities to enforce the provisions of the Milk Inspection By-Law. Some inconvenience may be felt by the milkmen; but the necessity of taking every precaution to protect the public health is so pressing that it is the plain duty of the authorities to see that the law is complied with.

Broadbrim's victories in the California races show that there is no reason why Vancouver Island should not take a front place in the breeding of first-class horses. The important thing is to breed from good stock, and handle the colts with good judgment. But the same thing is true of every other kind of breeding of

For 50 Years

mothers have been giving their children for croup, coughs and colds

Shiloh's Consumption Cure

Mothers—have you SHILOH in the house at all times? Do you know just where you can find it if you need it quickly—if your little one is gasping and choking with croup? If you haven't it get a bottle. It will save your child's life.

Shiloh's Consumption Cure is adapted for all ages. It is a pure, vegetable preparation, and is guaranteed to give relief in all cases of croup, coughs and colds. It is sold by all druggists and chemists.

Write for illustrated book on Consumption. Sent without cost to you. S. O. Wells & Co., Toronto.

It is not difficult to get the best. If you breed the best and use good judgment in rearing—

Chris. Foley, of Roseland, has been appointed to the position on the Chinese Commission made vacant by the resignation of Mr. Ralph Smith. The appointment is considered a good one, as Mr. Foley is in a position to speak for the Labor element, which is vitally concerned in the question the Commission is called upon to deal with.

The executive of the Canadian Manufacturers' Association want the Dominion government to appoint a trade commissioner in London. This seems a very reasonable request. Canada's trade with Great Britain is growing with leaps and bounds, and it is important that no opportunity be neglected where by our interests may be safeguarded. A trade commissioner in London would have very important duties devolving upon him, and the country would learn with approval that the government had determined to make such an appointment.

The chairman of the Ottawa-Hull fire relief fund has made his report. It shows that nearly one million dollars was expended in the relief of the sufferers. The alacrity with which response was made to the appeal for assistance at the time of the disaster and the liberality of the donations are pleasing features of the situation. "A touch of nature makes the whole world kin."

NOTICE is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia, at its next session, for an act amending the Act of 1900, in relation to the Atlin Railway, by striking out the word "atlin" in the seventh line thereof, and substituting in lieu thereof the word "atlin" in the eighth line thereof, this 13th day of December, A. D. 1900.

BODWELL & DUFF, Solicitors for the Applicants.

NOTICE is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia, at its next session, for an act to incorporate a company with power to construct, operate and maintain a railway, standard or narrow gauge, for the conveying of passenger and freight from some point on the line of the Canadian Pacific Railway at or near the outlet of Kamloops Lake, thence by the plateau of the Bonaparte River, thence to a point on the Cariboo wagon road near the One Hundred Mile House, thence to some point near the head waters of the Beaver River, thence following generally the direction of the Beaver to the confluence of the Quesselle with the Fraser river; with power also to build a branch from the above described line to some point in the vicinity of Williams or Antler creek in the Cariboo district; and with the power to construct, operate and maintain all necessary bridges, ways and ferries, and to build, own and maintain wharves and docks in connection therewith, and to build, own, equip and maintain steam and other vessels and boats, and to operate the same on any navigable waters within the Province; with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway and branches, and to generate electricity for the supply of light, heat and power, and generally to appropriate land for the purposes of the company, and to acquire lands, houses, privileges or other aids from any government, municipal corporation, or other persons or bodies, and to levy and collect tolls from all persons using, and on all freight, passenger, and other vehicles, railways, ferries, wharves and vessels built by the company; and with power to make traffic or other arrangements with railway, steamboat or other companies, and for all other necessary or incidental rights, powers and privileges in that behalf.

Dated this 13th day of December, A. D. 1900.

BODWELL & DUFF, Solicitors for the Applicants.

EXHIBITOR'S NOTICE TO CREDITORS. IN THE SUPREME COURT OF BRITISH COLUMBIA.

In the matter of the Estate of William Drinkwater, late of Vancouver, in the Province of British Columbia, farmer, deceased. Notice is hereby given pursuant to Rev. Statutes of British Columbia, 1897, Chapter 157, that all creditors and other persons claiming against the estate of the said William Drinkwater, who died on or about the 20th day of November, A. D. 1900, are requested to send by post, receipted, or to deliver to Henry Evan Evans of Vancouver, British Columbia, the executor of the said estate, the names, addresses and descriptions of the full particulars of their claims, and the amount of their accounts and the nature of the same, and to hold them duly verified, and to give the said date the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, and to pay to each party his share of the same, and to close the said estate, and to discharge the said executor from all liability for the same, and to pay to each party his share of the same, and to close the said estate, and to discharge the said executor from all liability for the same.

Dated this 21st day of December, A. D. 1900.

HINTNER & OLIVER, Solicitors for the Executor.

Halifax, 1st November, 1900.

Various small advertisements and notices on the right side of the page, including mentions of 'The Colonist', 'The Daily Colonist', and various local business notices.