## MAINLAND CONNECTION VIA SIDNEY APPROVED

Public Meeting Endorses Scheme of Taking Over the V. & S. Railway and Establishing a Ferry Service.

## PLAIN TALK ABOUT VICTORIA'S FUTURE

Not a Dissenting Voice in an Audience Which Filled the City Hall-Advocates of the Project Lay the Arguments in Its Favor Before the People.

way and ferry scheme from Victoria to the aid of the map, Mr. Renouf saying Chilliwack as outlined, and pledges itself to support the undertaking."

voice at the meeting held last evening in the city hall, a meeting which must be admitted to have been as representative of the large interests of the city as whether to build a mole at Sidney or go any held in recent years. The hall was comfortably filled and the good points made by the various speakers were quickly taken up and warmly applauded.

It was early made evident that the sentiment was overwhelmingly in favor of the project outlined in the report submitted at the meeting in the Board of Trade rooms a week ago and reported in full in the Times on Thursday last, Colonist, criticised some features of the scheme and Ald. Williams in a brief address derided the possibility of the expectations of the promoters being realised, not a single voice was heard when his worship the mayor asked for the contrary to the motion submitted and

As a consequence of the unanimity expresse., Mr. C. E. Renouf asked all present to assist in forwarding the project by obtaining signatures to a petition asking the council to submit a by-law to the ratepayers, and now the work of

It was fifteen minutes after eight when, on motion of Mr. C. E. Renouf, his worship the mayor was voted to the chair, and at that time there were probably three hundred people in the hall. That number was considerably increased as the meeting progressed, but at no able seating accommodation over-taxed Among the audience were noticed sevrepresentatives of the city in the legis-Angeles ferry scheme and many of Vic-

toria's leading business men. Mr. C. E. Renouf was elected secrethe details of the scheme, which he the project, Mr. Renouf explained that

vincing manner. the requisition addressed to him asking that a public meeting be called the list of signatures being a very long one and would not detain the meeting with any remarks except to state that the scheme to be outlined was similar in many respects to that introduced about ten years ago. At that time the people of Victoria did not regard the necessity of running between Seattle and Tacoma. transcontinental connection as of so much importance as they do now and only express the hope that this attempt to secure that connection would meet with better success than did the

didtoMR. C. E. RENOUF

was then called upon and said that be fore explaining the project he would say mate made by Mr. Bell in 1890 was came to be called. He referred to the a little further it would be possible to occasion of the joint meeting of the Committee of Fifty and the Board of Trade, when the promoters of the Port the road. It may be argued that if all Angeles Eastern addressed those bodies the traffic coming to Victoria by the C. on the subject of the proposed ferry con- P.R., G.N.R., and N.P.R., were divert-Mr. T. W. Patterson on that occasion to make it pay. The committee agree practically outlined the present scheme, with that and they say that to ensure one for bringing the matter up it was toria there must be local traffic, and

Early in the month of May, noticing a general feeling that this scheme should vince? Except in tropical countries be looked into, the speaker had taken there is no land anywhere that can proit upon himself to call a meeting of duce acre for acre as much as, the land twenty or thirty of the merchants of in that valley. the city, which meeting was held on the There might be some scepticism re-17th of May. A committee was ap- garding the amount of produce raised; pointed to enquire into the proposed con- people could hardly believe that 120,000 nection via Sidney and that committee sat every week from that date until the figures are reliable. The clerk of September 20th. They had Mr. Bell, the municipality of Chilliwack is very C.E., to advise them and their conclusions much interested in this matter of conion were embodied in the report presented to the meeting held last week, copies roll of the municipality and put down of which were distributed at the meeting now being held. The report was adopted last Wednesday, and as a consequence Ladners, ask Brackman & Ker how the requisition had been addressed to

Mr. Renouf then called attention to Messrs. Prior & Co. what quantitiy of the large map displayed on the wall, binding twine is consumed there. How and which had been prepared by the many tons of baling wire, and it will be promoters of the De Cosmos scheme. found that the estimate of the present Those gentlemen expended somewhere production is well within the mark. neighborhood of \$20,000 in surveys and were ready to go to work, but will save the merchants of Victoria a could not manage the financial part of large sum of money now expended for variations between the wharfage. Many people do not under-De Cosmos scheme and the one now stand the disadvantages under which

SE ALTERNATION TO SEE

"That this meeting endorses the rail-, suggested were succinctly explained with served in both, the proposal now being to extend the V. & S road into the heart Such was the brief and business-like of the city and possibly to connect it motion earried without a dissenting with the E. & N., giving a continuous branch in the direction of Wellington and further north, when the latter road is extended.

At the Sidney end it was not decided a couple of miles further to Armstrong Bay, but whichever was found to be best will be adopted. And that was the proposed starting point of the ferry. The course of the ferry line was plainly marked on the map, and Mr. Renouf explained the advantages to be gained by the adjacency of lighthouses at two or three points. White Rock was the point aimed at on the Mainland, although the exact spot was not actually decided upon. At the place mentioned and although Mr. C. H. Lugrin, of the there is three fathoms of water right along the shore, and to secure the necessary landing place requires only the

placing of a few piles. Then the proposed road would start from White Rock up the Nikomekel river, which is practically the valley of the Fraser, 12 miles, crossing the Northern railway, which runs from Blaine and has its terminus at Liverpool on the Fraser river. The road will then follow the bend of the river to the 30th mile, keeping in the valley of the Fraser and coming across the Seattle International, which runs a daily train from Seattle, the passengers by which will be able to connect with the proposed road and be brought direct to Victoria from that point. Then at the 35th mile the proposed road would be two miles from the American city of Sumas, where the Northern Pacific has a train sengers being given of direct transpor-

tation by the new road and ferry to Vic-From that point the road will follow a fine agricultural country and come right into the town of Chilliwack. The to go further still, to the head of the vantage of \$1.50 a ton.

boats; one a transfer to carry ten loadshore in one and three-quarter hours. On the question of time to be occupied Mr. Renouf referred to the Flyer now

showing that the calculation was warranted by the time made by that vessel. In explanation of the variation of the present project from the De Cosmos way as possible and a direct line to Ladners. Then the mole at Point Roberts would be two miles long and the estiwords as to how the meeting that it would cost \$200,000. By going do the same work for \$15,000.

As to the traffic to be obtained by between Victoria and Angeles. ed to this road is would not be sufficient to that if any credit were due to any- transcontinental connection with Vicdue to Mr. Patterson for his work on where in British Columbia can you look for better business than in this valley of the Fraser, the richest in the pro-

tons of grain is grown at Ladners. But nection with Victoria and he took the each man's produce. If it was desired to form an estimate of what is done at many grain sacks are sold there, and the the mayor asking him to call this public amount divided by twenty will give the number of tons of grain produced. Ask Then the construction of this road

cumstances, but with this road and ferry operation the car can be run right alongside the warehouse and there will be but one handling. It would require very few carloads a month to save \$60

As to the financing of the loan. The total cost of the enterprise is estimated at \$1,509,000. Of that sum \$150,000 is to extend and complete the V. & S. road and to acquire it. Mr. Paterson undertook to build that road for so much cash and so much stock, but as there cash and so much stock, but as there was not enough money to finish it on account of the cost of the right of way he took the road over, so that he is not merely a contractor with a dien on onist for many years." (More laughter) to show that by making a landing here a voice with a dien on onist for many years." (More laughter) to show that by making a landing here a voice with a dien on the road, he is the company. The committee could not very well ask Mr. Paterson what he wanted for the road, but they said to him, "Will \$150,000 build the necessary extension of the road and buy you out?" and his answer -was "Yes." So that the \$150,000 will extend the road into the heart of the city and place the city in the position of possessing this bit of road being the owners of five-sevenths of the system, As to the cost of the boats. They had

it was estimated that \$50,000 would be needed for the car ferry. There is already a similar ferry in operation now with the exception that it is not selfpropelling as it was intended this should be. They did not like to go to Mr. Dunsmuir and ask him what the boat cost, but Mr. Renouf met a shipwright and asked him. It happened that he had Jut in a bid for that very boat referred to and had been told that his bid was way out of sight." He said that \$10,-500 would build the boat outside of the lumber and that would cost \$2,500 or \$5,000 at the outside. Then there was \$10,000 for the machinery, so that at least, allowing for excess over those esti-mates there would be \$20,000 of the \$50,000 first estimated to increase the speed of the fast ferry passenger steamer. So they were absolutely within

allowed \$200,000 for the two. At first

their estimate. The V. & S. road is a drain on the city and province. The city is paying 3 per cent. on \$300,000 a year and the province 2 per cent. on the same amount, making a total of \$15,000, and will have to continue to pay it until the road is placed on such a basis as to be ableato pay the interest on the bonds. That amounts to \$50 a day. Is there any man who doubts that by the construction of this proposed road the earning power of the V. & S. will be increased by that amount? One dollar a ton on 50 tons of freight will do it. It is stated in the report that a great deal of trade can be got for this road, and here is an instance. Everybody has

heard of the 60,000,000 bushel harvest of all kinds of grain in Manitoba and the Northwest. Where do the farmers who are raising those crops get their every day; the same advantages to pas- lumber? They get it from Westminster and Vancouver. Their sashes and doors? Westminster and Vancouver. Why can't they come down to Victoria and get some? Why can't spurs he put in the upper part of Sumas lake, through to the various mills here from this road in the centre of the city. At present Victoria cannot compete with the Mainoriginal plan outlined by Mr. Bell was land mills because they are at a disad-

valey of the Popcum, but they found then there is another source of revlature, several supporters of the Port the district is sparsely settled and the enue. The Delta municipality spends conditions at present existing do not \$5,000 a year in planking its roads. warrant building another 12 miles of They haven't the gravel there to make

There is a boat being built now to do And when Mr. Renouf told a little tale coast of the Island. When this new road and of a planer they got from Glasgow, eu cars of 15 tons each, or 150 tons of is built there will be an increase of trade which did good work but was objected

the distance of 32 miles from shore to template connection with Vancouver, but take Port Angeles up there this scheme does contemplate connection with the C. would go without axle grease. P. R., G. N. R. and N. P. R. Mr. Renouf said he did not know that the people loud applause. of Victoria are clamoring for connection with Vancouver; they are for connection with three transcontinental roads. That was the next speaker. He said he is the proposition they want. But if we thought it is a mistake that a majority do want to go to Vancouver we can do of the people of Victoria are making that scheme Mr. Renouf said the committee so. The C. P. R. is now dickering with they are confining their attention altoinclined to a route with as little water the municipality of Richmond to see gether to the present time. If we do what they will do towards erecting per- not expect the business of the city and manent bridges. They are going to of the province to increase, and to be build a railway to Steveston. How far larger and better than now, then the will we be from them? A spur, a bridge means of communication we have now across the islands in the Fraser and we are sufficient. But it is only necessary are right there. The people of New to look back a few years, twelve years Westminster, too, are awakening to their ago the business was very small, even \$600,000 bridge; they will have connected realize the increase in trade, which tion by these means.

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fier is Hood's Sarsaparilla. It never disappoints. impure Blood-"My wife suffered with pain and distress from an affection of the throat caused by impure blood. She was almost in despair when she turned to Hood's Sarsaparilla. Six bottles of this

medicine completely cured her." John Weckmar, Galt, Ont. Scrofula - "Hood's Sarsaparilla has cured me of scrofula. I was weak and de-bilitated but it made me strong and well. After a severe cold had catarrhal fever Again resorted to this medicine and it cured me." SARAH E, DEROY, Annapolis, N. S.

Hood's Sarsaparilla

a ton more than his competitor. Take lines is also experimental. That did not their expensive termini already secured, forward and try and imagine wha a ton more than his compared than his compared than the statement made by Mr. will come to Victoria where the water trade of this city and province should be carload of nails for instance, 15 tons, tally with the statement made by Mr. will come to Victoria where the water trade of this city and province should be carried to the compared to the comp upon which \$7.50 has to be paid for that Lugrin, the writer of this article, it was front is held by private owners and would and will be in ten years. Ev item and then there is another \$7.50 to be presumed, at the joint meeting of have to be bought at a high price. It is road did not pay a dividend for pay for hauling them from the wharf to pay for hauling them from the wharf to the committee of fifty and the board of a mistake to work for that end. The years, there was no man who could be a part of the committee of fifty and the board of a mistake to work for that end. The years, there was no man who could be a part of the part of

less than six times under existing cir- the P. A. scheme at all. An interchange transcontinental roads, and if an inde- torch for someone else. If the of words took place, and Mr. Lugrin was pendant company proposes to put on a understood to accept the amendment line of steamers to the Orient they will that he had referred to the possibilities come here to do their business. They would get the support of every many than the restriction of the possibilities of the possibi of the peninsula through which the Port would have very little show in Van-Angeles road is to run. This admitted, couver, where the waterfront is owned would pass through. (Cheers.)

Mr. Renowf reported that he recomby a company operating such a line of mended Mr. Lugrin to give a similar stramers, or in Seattle or Tacoma. If amount of study to the possibilities of you get such a company to make this said the people of Victoria are no the little piece of land through which the terminus of a trans-Pacific line of alive to the position we occupy the road would run to Chilliwack. There steamers you will have all three of the possibilities of the country round was some laughter at this, but Mr. Lu- transcontinental roads anxious to come us. He had supported the const grin was not disconcerted, and said he here to handle the business. could "look after" himself.

> Then the Colonist had said: "We cannot refrain from mentioning that if the undertaking of the province with the V. the world by three transcontinental Like the farmer who was induced V. & E. had not been repudiated, the roads.

in another article the Colonist Atlantic ocean. end of the Island. The speaker agreed ting these roads to use this line.

Of course there are kickers. There al- charges of the road. ways are. Will it be believed that there

Mr. Renouf resumed his seat amid

MR. T. W. PATERSON

opportunities. They won't wait for a four or five years ago; and now we can The Colonist also said that the expecta- years. The increase of population has been great, and everyone must realize that the future increase will be greater. The foundations of business have not yet been laid; we are now attempting to lay them, and we must realize that the great factor in building up Canada is that the country to the south has reached the limit. In the last 25 years there has been an immense emigration from the east to the west; 25 years ago the middle states of the Union were unsettled, but now the tide has reached the Pacific Coast. The Federal government has not got lands left to give away, and the people will come to the Pacific Coast and to Canada. In another 15 years the United States will have very little wheat to export; the export is less now than it was 15 years ago; and the time is coming when the Dominion of Canada willhave to supply the demand. We will have an immense volume to the west and steady. It is the great blood maker as well as to the east. It is only a very as well as to the east. It is only a very few years ago since the first steamer was placed on the route between the Pacific Coast and the Orient, and now how many steamers are required to do the business? And if that has been the case in the past, it is only safe to as-

sume the increase will be greater in the We have long been anxious to make Victoria the terminus of a transcontinental road. All the transcontinental roads that touch here at the present time have their termini on the Mainland, is not to be supposed that the G. N. R.

the merchant labors who has to pay \$1 tion of receiving business from other or the N. P. R. or the C. P.R., with It was the duty for every person pay for hauling them from the whart to the ware to the ware to the ware for the same quantity trade, in connection with the Port Anproper course to pursue is to make this it would not pay operating expension of nails away and there is the same amount to pay again. A carload of furniture for instance has to be handled no niture for instance has to be handled no not pay operating the proper course to pursue is to make this it would not pay operating expension the terminus for a trans-Pacific line of remains for the people of the city whether they were going to ride and said he had neversald anything about we will have a line connecting with three band wagon of commerce or connection with the Port Anpropriate three bands are connecting with three bands was a like the band wagon of connection with the Port Anpropriate three bands are connecting with the proper course to pursue is to make this it would not pay operating expension.

> But what we must do is to get away would not pay a dividend because company can get quick dispatch or

probabilities are that this line, or one Some people say: "Bring one line here east, and was put down on serving all the same purposes, would and it will force others to come." But where there wasn't a house in now be in course of construction." This there is not enough business to be done said "By Gosh, this is the first scheme, said Mr. Renouf, will not inter- by one line, or more than one line, to been out of doors." Mr. Belye, fere with the V. V. & E. They can join induce them to bring their terminus here. mended the people to take a m this road and have the same running Take this line as projected though, and see what is being done in other powers over it as any other road. He you will be able to draw from all lines, the province; the enormous was sorry this had been brought in by and have your local traffic as well, a lothe Colonist, because he could remem- eal traffic which would pay the cost of son, at Bennett, and realize ber the time when the V. V. & E. was operating the line even if you did not ridiculed in that very hall, and the matter handle a single carload of transcontihad been made a football for politicians. nental freight. There is no reason why not be got out of it. This schor Why revive it now, when we are work- we should not get our fair share of the something that will benefit Vic- trade now passing our doors, and the toria? This will not injure it in any- trade of the Pacific in the next 15 or 20 need the land and would have years will equal that done now on the

urged the building of a road to the north There is no question either about getwith that, but it was the second part would be to their interest to do so. Build trade to be done was incalculab of the scheme, not the first. A few it, and every dollar put in will be reyears ago it was said the money to build presented by stock which will be divithat road was lying in the bank and was dend paying in a very short time. There best and are going to have it, for available, provided the Dominion govern- is no question of bonus in this, and to ment gave a certain amount of aid. The anyone who has gone through the coungovernment would not give that aid be- try in the lower Fraser in the last few more, and require more of everything cause the land on either side of the road years it must be apparent that if Vic. than anywhere else in the co was owned by the parties proposing to toria could get her share of the trade build the road, and the government done there it would be ample to pay the would not aid a road to benefit one man. operating expenses and fixed charges of Suppose it is practical to build a road this proposed road. More than 50 per down from the north, what is the first cont, of the produce of the Fraser valley question that will be asked when aid is is marketed here, and is paid for in cash. applied for? What will it do? will be How much if that money comes back? And, we can say it will bring The men in that portion of the province the trade down and people can go via never come here to buy a bill of goods; Victoria to Seattle and Vancouver by never come here except legal business boat. That won't be enough. But if brings them down. It takes too much this proposed road be built and you can time and costs too much money to get give connection with three transconti- here. But when they can leave home af-nemtal roads there will be a different ter breakfast and get back again the had listened with much interest to what tale to tell. The argument is that we same evening they will come here in had been said and complimented Mr. must put all our energies in developing preference to going elsewhere. The prothe Island. But we must fortify our ductiveness of the Fraser valley is great- went at length, into the experiences base of supplies, which is Victoria; place er than that of any other part of the the late Amor De Cosmos along thes ourselves in a position in which we can world; it is well night unlimited, and it lines. His attempts to form companies compete and we will get the trade all means a local business large enough to and to obtain charters, and the failure

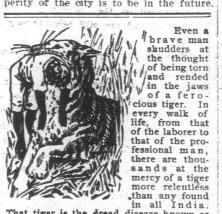
As to the practicability of the ferry, to the stock. The fact that Esquin were kickens against the building of the Mr. Paterson referred to a similar ferry was to be the terminus of the C.P.R. outer wharf? Twenty men were not run on Lake Erie, where they have a and the change of plan; the promis satisfied because steamers landed there, much longer distance and much worse of Sir Hector Langevin that from what The building of that wharf was a monu- navigation than we have here. If it were ever point on the Mainland was made ment to the enterprise of one man, That possible to build a road to Vancouver no the terminus, at ferry should be run to wharf has resulted in thousands of tons, one would raise a voice against it, and Victoria, and the breaking of the promise of freight being brought to this city, it is possible to have communication the surveys made by Messrs. Bell, Bell But when the Geo. W. Elder was there which will serve the same purpose. The Irving and Perry of branches to Vancot property owners on Wharf street petitime by ferry might be a little longer, ver, New Westminster and Blaine: tioned against the enterprise because, but what we are suffering from now is by-law submitted to the ratepayers they said, it would ruin their property, not the greater time it takes to get to the carried by a majority of 4 in 1889, which Everything was done to kill it, and Mr. Mainland, but the higher freight rates stipulated to the ratepayers and Everything was done to kill it, and Mr. Mainland, but the higher freight rates stipulated to an income was Rithet had to pay landing waiters salar we have to pay. The first-class fare to paid 20 miles of road should be under ies and other expenses himself. Then a Vancouver is seven cents a mile; two construction and 10 miles completed combine was made to raise the cost of cents higher than the C. P. R. rate in Captain John Irving's mandamus; 6.3 hauling freight from the outer wharf to the mountains, five cents higher than this historical reference to the attempt

road, although the construction of this roads. We can haul them the gravel \$1 a ton, and he formed a company of the New York Central rate. At reason of the past were dealt with by Mr. Will tary of the meeting, a position which was sufficient of a sinecure not to interwas sufficient of a sinecure not to interdistrict, which is at the head of the ferbuild their plank roads, and from that And this enterprise will do ten time more double. This was illustrated by the A few weeks ago a gentleman was fere with the other work allotted to him, tile portion of the valley of the Fraser. that of commencing the explanation of Coming back to the ferry portion of a year alone.

A few weeks ago a gentleman much larger traffic between Vancouver Ottawa seeking assistance for a and New Westminster. The advantages of a road to the north gentleman, acquitted himself of in a lucid and con- it is proposed to build and operate two business with the islands along the agst about two engineers up at Port Moody, end of the Island, which would make do?" The same question applied now. the Sidney road one of the best paying If we want the scheme carried out we

roads in the province, because of the must help ourselves. freight. That this can be done successfully is already demonstrated by the Mr. Renouf then proceeded to deal
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fully is already demonstrated by the Mr. Renouf the Mr. Renouf then proceeded to deal
fully is already demonstrated by the Mr. Renouf the taken as read. The mayor said that as operating a similar ferry and taking he was there simply as chairman he loaded cars right up to Wellington. The paper of September 22nd, the first not run like ——. If it were possible to estimate. There are no heavy grades on an audience as right up to Wellington. The estimate. There are no heavy grades on said, he was heartily in favor of the which was that the scheme does not con- change the name of White Rock and the Mainland portion, and this would be scheme, and concluded a very interesting one of the cheapest roads to construct speech amid applause by moving the reever built in the province.

Mr. Paterson said it remained for the of this report, people of Victoria to say what the pros- Mr. F. F. Raitt seconded the motion



That tiger is the dread disease known as submitted occupying five or six col consumption. It slavs more men and wo

men yearly than there are rain drops in a summer shower. It steals upon its victim with noiseless tread. There is a sure and certain protection against this deadly disease, and a sure and speedy cure for it, if it is resorted to in time. It is Dr. Pierce's Golden Medical Discovery. This wonderful medicine acts directly on the lungs through the blood, tearing down old, half-dead tissues, building up new and healthy ones, driving out all impurities and disease germs and ex-panding the lungs and introducing life-giv-ing oxygen into the circulation. It has wonderful curative powers and allays all inflammation of the mucous membranes of the lungs and bronchial tubes. It makes the lungs and bronchial tubes. It makes the appetite keen and hearty, the digestion and assimilation perfect, the liver active, the blood pure and rich with the life giving elements of the food, and the nerves strong ous sustaining powers of any known med-icine. Thousands who were upon the verge of a premature grave have testified to their recovery through its wonderful virtues.

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of the V. & S., aithough he k a farm out in Texas and came the province; the enormous Revelstoke for the Kootenay bilities around them. Trade sho be allowed to get into a channel settle one point too, it would set Indian reserve question, for they it. There was another link in t that this would lead to, an indeline to Kootenay. Then also the the road to the north. The men in the gold yielding countries roughly, but live well. They nee

have the money to pay for it. The ple in British Columbia eat more With the financial part of the se Mr. Belyea did not quite agree. He be Leved it would be better to larger proportion instead of asking the people to take too large a burden upo themselves, especially as money could be borrowed cheaply.

Mr. Belyea concluded a stirring speech with a reference to his recent visit the north, and the enormous possibilities of the gold fields as a place for Victoria's

defray the operating expenses and fixed secure financial assistance because the

"What is Victoria going to

solution set forth at the commencemen

perity of the city is to be in the future. formally, and it being declared open for discussion.

MR. C. H. LUGRIN

stepped on to the platform amid cheers He said he had not come with the tention of speaking, but Mr. Renouf ha brought his name in, and done him great injustice, he thought intentionally Mr. Renouf denied this, but Mr. La grin maintained that it was intentiona nouf had no reason to suppose he wa Continuing, Mr. Lugrin said Mr. Re opposed to the scheme, nor can be p his finger on a single line he (Mr. grin) had written against it. Mr. grin happened however, to be the ex of a newspaper, and it was his dut let his readers know the details of scheme submitted. A report had and he gave in his editorial an of of the scheme suggested. He pointed that it did not propose to connect Vancouver, and that the connection v three roads was experimental, and financing was experimental. Those vital points. It is not necessary to a Victoria audience it would be a thing to have a railroad. Miles, he safely say miles, of matter, had written, setting forth that fact. He written columns himself. Mr. Rehad suggested he should study up possibilities of the province. Mr. L. referred to the British Pacific agi and said he had written pamphlet pamphlet and article after article resources and possibilities of the vince for the promoters of that with a view of presenting to the of Quebec and of the Eastern prov the advantages of that road. In the tury Magazine, the great New York dependent Chambers's Journal, the cago Interior, and other papers, art of his had appeared years ago subject, and now Mr. Renouf rec mended him to go and study up the qu

Mr. Lugrin was indignant that name had been dragged into the disc sion for the mere purpose of making point.

Turning to the scheme itself, Mr. grin said he had been examining Adm ralty charts that ed him that at on the map there banks extending lary bay runs out the point it was water at mean ti Renouf if he kne er's draught is. he wanted to kn could get in at

which they should Then ensued inion between M nouf relative to various points to follow without used by them to ings. Ultimately, P. Bell returned examining the c showed three fath four fathoms a various points ne Another weakne was the proposal

and provincial gov scheme which will Vancouver and N Nor could he se prise would be equ worth of stock in would be but one Then again, the should not take which might not and in its pocke And municipal to compete with wrong. He believ o give the bonus highly desirable

tinental connection Then, as to mak trans-Pacific li might be mention ing of moving from Tacoma. This w t was to talk of minus at the out erded to make th \$1.500.000 would

Mr. Lugrin did who said let the then make accor believed in maki parations and the the scheme, but notails, which, in his sible. If the mo ed, and he did no ment, he would v he held himself fr cize the measure

MR. F.

who had formally was prompted to misunderstanding ng the sand banks He had lived ther knew all about th n a northeasterly Roberts into Boun Mr. Raitt created ferring to the B. absorption of the C by his naive adm different site f ferry on the Mai come nearer his audience a whole tion showing th sustaining by travel 60 miles and to Thursday comin men on the Mainl

of this scheme, at

The Ladners and th

were heart and soul ALD W said Mr. Raitt had the tricks and be ence to bear with away some more although he had not have to pay the in fact they would on terest for 12 years to make the road : He believed Mr main honest, but which the financia greatest. That would be wrecked federal and provin many years without He regarded Mr nam and liked to his arguments w wanted to make th but they wanted m naturally they wou side to get those li Would the G.N.R. their freight up not

> posal in words, but "The true inward this" said Mr. Wille map. "You would it but for this little er rested on the re Angeles. "This is out. I own a lot this time the noi Point Roberts peni support it. You'll the Port Angeles The chairman th and the affirmative out very emphatica eliciting a single A vote of thanks put and carried an dispersed, the secre ies of the petition t that a by-law embothe scheme be subr

here again? No mu

BABIES T

By flaming, itching and permanent cure ment, a preparation cures unparalleled in cine. Eczema, salt lead, old people's r skin diseases, are about Chase's Ointment.