THE C.P.R. DECIDE TO BUILD TOURIST HOTEL

Sir Thomas Shaughnessy's Recommendation is Endorsed at Meeting of the Railway Board Held In Montreal and Communicated to the Mayor of Victoria.

EVERY DOUBT IS DISPELLED.

Details of the Contract With the City Will be Arranged at Once and By-Law Soon Submitted to the Ratepayers---Much Rejoicing at the News.

(From Tuesday's Daily.)

All doubt of the bonafides of the C. P. R. in its declared intention to proceed with the erection of a big tourist hotel in Victoria was removed yesterday by the receipt of a message from Sir Thomas Shaughnessy, president of the railway corporation, informing the Mayor and the citizens of Victoria that his recommendation that the company take such action had been endorsed by the board of directors, which held a special meeting in Montreal yesterday.

The good news was bulletined immediately on its receipt, and on all sides it was hailed with undisguised satisfaction. The announcement is taken as being tantamount to settling once and for all the question as to whether Victoria is going to have the important structure or not, as no one will now seriously suggest that the bylaw granting the desired concessions to the C. P. R. will not carry by a large majority. The little opposition which manifested itself when the project was first mooted, has practically died out.

At the regular weekly meeting of the council held yesterday evening, the letter forwarded to Sir Thomas Shaughnessy detailing the terms of the proposal was read. It is as follows:

Sir Thomas G. Shaughnessy, Montreal.

Dear Sir,--The special committee consisting of the undersigned, representing the City Council, the Board of Trade and the Tourist Association, have much pleasure in acceding to your request to forward to you in time for the meeting of the Board of Directors of your company, to be held on Monday, June the 8th, the data of the arrangements entered into by this committee and yourself in connection with the erection of a Tourist hotel in this city.

1. The Canadian Pacific Railway Company undertake to build a tourist hotel in Victoria, to cost not less than $300,000 upon the reclaimed lands known as the James Bay embankment. To furnish, operate, and maintain the same as a first class tourist hotel up to the same standard as the Chateau Frontenac in Quebec.

2. The city of Victoria to grant unto the said company all that piece or parcel of land with a frontage of 400 feet, or thereabouts, on James Bay esplanade, bounded on the south by Belleville street, and on the east by the proposed extension of Douglas street, as shown in the accompanying map, and colored green and containing four and a half acres, or thereabouts, as a free site for the said hotel.

3. To exempt the company from taxation for a term of 20 years.

4. To exempt the company from the payment of fees for the use of water for ordinary domestic and bath (not swimming) purposes, for the said term of 15 years.

5. The city of Victoria to make the new street known as Hotel street, and to continue Douglas street through to Belleville street, as shown on the said map. Both of these streets to be 60 feet wide and to be maintained by this city free of cost to the company.

6. The city of Victoria to make such building regulations in the sale of their lots fronting on these streets and the company's property, as will prevent any building being erected thereon that will be a detriment to the property of the said company.

In order to show that this committee has lost no time in putting the arrangements agreed upon into effect, we beg to point out that the conversation with yourself was immediately communicated to the City Council, with the result that the terms, in the main, were approved of, and upon the city solicitor advising that the Municipal Act did not grant powers to the Council to carry out this arrangements, a bill was immediately prepared for the legislature, introduced and finally passed to confer the necessary powers upon the Council to grant these concessions.

A petition has been signed by the requisite number of property holders to prepare a bylaw to put before the people for their consent, which will be presented in due course.

We believe that as soon as we receive the intimation that the terms as set forth have been ratified by your Board of Directors, as you intimated to us would be done at the meeting on June 8th, that the said bylaw embodying an agreement to be arranged with your company, will be passed through the City Council, and will be laid before the people for their ratification.

We are pleased to assure you that this proposal of yours has done a great deal to lead to a better understanding between the people of Victoria and your company, and in allaying a feeling of antagonism which no doubt existed.

We hope you will notify us by wire, if possible, as soon as convenient, that the terms have been acceded to and ratified by your Board of Directors, so that any agreement may be prepared and submitted to you for approval, and the arrangements completed without delay.

Thanking you for the attention you have given this matter and wishing success to the new bond now being formed between your company and the city of Victoria, we are yours faithfully,

((Signed) A. G. McCandless, Mayor; I. A. Mara, Representative of the Board of Trade; D. R. Ker, Representative of the Tourist Association; Herbert Cuthbert, Secretary of the Tourist Association.

Mayor McCandless reported having received the following message from Sir Thomas:

MONTREAL, JUNE 8, 1903

HIS WORSHIP, A. G. McCANDLESS, MAYOR, VICTORIA, B. C.

OUR BOARD HAS ADOPTED THE HOTEL PROJECT ON THE GENERAL LINES INDICATED IN THE LETTER OF JUNE 1, SIGNED BY YOURSELF AND THE OTHER MEMBERS OF THE COMMITTEE.

WE MAY WISH TO OFFER SOME SUGGESTIONS ABOUT MAKING ONE OR TWO OF THE STREETS SOMEWHAT WIDER.

THE CLAUSE ABOUT WATER AND TAXES WILL REQUIRE TO BE MORE CLEARLY DEFINED.

OF COURSE IT IS UNDERSTOOD THAT THE CITY IS TO DO ALL THE REQUISITE FILLING TO BRING THE LOTS TO THE LEVEL CONTEMPLATED BY THE PLANS, AND IS TO BE TURNED OVER TO THE COMPANY COMPLETED IN THIS RESPECT, EXCEPTING IN SO FAR AS WE MAY BE ABLE TO SAVE FILLING IN CONNECTION WITH THE FOUNDATIONS OF THE BUILDING. NO DOUBT THERE WILL BE SOME OTHER MINOR DETAILS TO WORK OUT IN THE AGREEMENT BUT WHICH DO NOT OCCUR TO ME NOW.

T. G. SHAUGHNESSY.

The Mayor did not think that the bylaw could be prepared for upwards of a month, as it will be necessary to have considerable correspondence with Sir Thomas before final details are agreed upon. And there the matter rests for the time being.

The Politicians At the Capital

Interesting Sumary of Doings At Ottawa Told in Newsy Letter

Increase in Private Legislation Consumes Much Time This Year.

From Our Own Correspondent.

Ottawa, May 30.—The amount of private legislation coming before parliament is increasing year after year. This session no less than 132 private bills have been introduced, and a number of others are promised. The different committees cannot meet often enough to examine all the bills, and as the government will after next Monday take every day for government business, there will be a lot of bills of incorporation tied up. The number of railway companies anxious to build lines in Canada is abnormal. In the West particularly they have the railway fever pretty bad. Mr. Oliver, the member for Alberta, who has always posed as an enemy of railway corporations, has about a dozen railway measures on the order paper in his own name, some of which provide for lines which commence nowhere and end nowhere. A great many of such charters are being placed before the railway committee, but that body is putting on the brakes, and it requires a definite statement as to route before it allows the bill to go to the House. In this way many wildcat schemes are being arrested, and railway charters are now more difficult to obtain.

The Grand Trunk Pacific people will have a hard road to travel before they obtain possession of their charter. The government having taken every day for government business, there will be only two hours each week left for private bills. The Grand Trunk Pacific bill cannot possibly reach the House for some days yet, and when it does get there it will have to take its place on the order paper along with other private bills. With only two hours a week for such legislation, it will get very little show, and it would be the easiest thing in the world to block it if its opponents decided to do so. The only sure remedy to such a condition of affairs would be for the government to take up the bill as a government proposal, and thus force it through in spite of everything. It was the government of Sir John A. Macdonald that had courage enough to father the Canadian Pacific Railway bill, and there was no difficulty in passing that Act. However, the Laurier government is not of the same calibre, and up to the present moment it has positively declined to state its policy in regard to the new transcontinental line. Before parliament sees the last of the Grand Trunk Pacific proposition it is highly probable that some interesting developments will take place.

It is surprising how little confidence the Laurier government has in its ability to govern. The opposition is unable to get a definite statement in regard to any large question, and in the matter of the Grand Trunk Pacific, nothing may be heard of the aid which the administration proposes to grant to it until next session. It is another example of trimming. Every precaution will be taken to prevent offence in any particular section of the country, and while the West may need additional railways and the Laurier government may express its sympathy with a movement in favor of giving them additional lines, still the government will first look to its own interests, and the West will have to come in as a poor second.

Month after month, as this government is finding great difficulty in getting competent men to accept seats on the commission. Sir William Van Horne has positively declined to act, and Mr. Harold Kennedy has followed his example. Mr. Fry, who has acted for a number of years as Lloyds' agent at Quebec, has been named as Mr. Kennedy's successor. Beyond the fact that he is an estimable gentleman, he has little to qualify him for such an important post. There are dozens of better men in Quebec, but either they have refused to act, or for political reasons their services are dispensed with.

With a commission composed of men of ordinary ability, its finding will be of little value to the country. When the Laurier government stepped into power in 1896 they announced themselves as the greatest galaxy of business men ever brought together in any one cabinet. Has their business ability evaporated? Surely it is reserved for men so specially endowed by Providence with the traits which go to make up rulers of men and masters of business, to stoop to the appointment of ordinary play to handle such a large question as that involved in the solution of Canada's needs for transportation. Transportation is becoming more and more each year the great question in Canadian politics, and if it had been satisfactorily solved during the past six or seven years, the government would be in a position today to say to the people of Canada, "We will do thus with the Grand Trunk Pacific, and the vast majority of electors would feel a confidence in the government which would be warranted by the confidence the government had in themselves. It is useless for any administration to ask the public to believe in them unless they do something to encourage and stimulate the public faith. The Laurier government is rapidly becoming a government by commissions and caucus, and as such it is rapidly going to decay. Caucuses and commissions may be desirable advisory bodies to a certain extent, but when it comes to stern and practical government we must have men who have the courage of their convictions. In their treatment of the Grand Trunk Pacific bill and the transportation question the Laurier cabinet has not shown any such desirable qualities, and there will probably be, in Canada more of such government until the people become satisfied that men are needed who will carry out their pledges and meet public issues with all necessary courage.

Next week the government proposes to announce its policy in regard to the Canadian Northern Railway Company. Mackenzie & Mann have to be removed from the path of the Grand Trunk Pacific, and Sir Wilfrid Laurier has promised to state definitely what assistance will be given to the Saskatchewan Valley railway. That line will open up a large tract of new country, but it will meet the same congestion at its eastern end that has so materially affected the other lines during the past two or three years. Here again the cabinet is offering a son to the people of the West, in order to delay the criticism of the public railway policy for a little longer time; but it will require more than the Saskatchewan Valley railway to provide a service such as the future of the West will demand. The crop in the West promises to be a good one this season, and if so Canada will hear another howl from the grain-raisers. They are seemingly born kickers, and, like the proposed transportation commission would have finished its labors several years ago if the suggestion of the opposition that a representative body of business men should investigate the whole transportation problem had been accepted when it was made in 1899; but again the government was lacking in decision, and the question was allowed to go over from session to session, until now Canada is placed in a position when it is almost impossible to handle successfully the freight which originates in the West. Every day brings to light new emphasis of Sir William Van Horne's famous remark that "the spout was too small for the copper." The government is acting only under extreme compulsion, but it is also neglecting the country's interests by suspending all work on terminal facilities until such time as the commission is in a position to report. This report may not reach parliament for months, they develop the habit to an aggravating degree on the prairie. The objections of the West will not be diminished as the crops increase in bulk and the new settlers pour into the grain-growing territory. Transportation will never be solved by commissions or by acts which are calculated to delay criticism for the time being. What is needed in Canada is a government resolute in its determination to stand or fall by its good intentions in respect to the general progress of the country.

Hon. A. G. Blair is having considerable difficulty with his Railway Commission bill. The defining clauses passed, but when it came to the solid matter of the bill, the House, in committee of the whole, refused to confirm what Mr. Blair considers necessary legislation for the government of Canadian railways. During three sittings which covered the full afternoon session on each occasion, not one word of the bill has been adopted. One cause of this is that Mr. Blair refuses to extend the scope of the commission so as to give it power to regulate the rates of express companies. Two whole sittings and part of a third have been spent by the House listening to suggestions from the opposition to the effect that it is desirable to regulate express charges, and hearing Mr. Blair repeat his arguments against any interference. This attitude on the part of the minister is likely to cause him further trouble, and it may be that the Railway Commission bill will have to go over for another session.

Another bone of contention between the opposition and the government arises out of the provision which exempts the Intercolonial Railway from the jurisdiction of the commission. It is difficult to understand by what line of reasoning Mr. Blair satisfies himself that such a good measure, as he pronounces his Railway Commission bill to be, will be injurious to the Intercolonial. The only possible explanation of his antipathy towards any interference with the Intercolonial lies in the fact that under good business management the political usefulness of the government railway will be destroyed. One of the best arguments advanced in favor of placing the Intercolonial under the supervision of the commission came from Mr. Hale, the member for Carleton, New Brunswick. He sensibly considers that the Maritime Provinces do not benefit from Mr. Blair's long hauls of Western freight, particularly as the consignments are carried at a loss. Under the direction of a commission, the rates on this class of traffic would be advanced or the freight refused. It is well known that Mr. Blair's losses on Western freight are made up from his local charges. The Maritime Provinces are therefore forced to become sponsor for Mr. Blair's ill-judged business methods. Mr. Hale wants this stopped, and thinks that representative business men, such as are to be found on railway commissions, would promptly readjust so as to give cheaper local rates and make the Western freight pay for its haulage. Unless Mr. Blair is prepared to accept Mr. Barker's amendment, providing for the extension of the commission to the Intercolonial, his bill is likely to run up against a lot of strong and continuous opposition.

When the Minister of Railways was explaining his bill earlier in the session, he informed the House that he intended making few amendments to the general Railway Act, which is part of his bill, and those would be unimportant. However, in looking through the bill, many important changes in the present law are encountered. Railway companies are given much wider powers in some cases, and here again Mr. Blair will find himself without the sympathy of a large section of the Commons. The bill covers over 100 pages, and as every section and sub-section must be carefully analyzed before the House pronounces on their merits, many days will be necessarily spent on this one particular bill.

MAIPO IS SAFE.

She Has Been Discharging at Callao Since May 20.

When the news of the loss of the steamer Arequipa was published on Thursday last, an evening paper stated that some fears were entertained for the German ship Maipo, which left Vancouver with a cargo of lumber for Calloa. It may be of interest to state that far from this being a fact, the German ship was discharging cargo at Callao at the time of the storm at Valparaiso. The Maipo arrived at Callao from the Hastings mills, after a passage of 77 days from the time she sailed from Victoria, on May 20 last. Further news has been received from Valparaiso regarding the identity of the four vessels reported swamped at the time the Pacific Steam Navigation Co's steamer sank at her moorings. The Foyledale struck the breakwater and the captain's wife, son, and six men were drowned. The Chilian bark Chwilimzo was lost, and two men drowned.

From Cowichan To Alberni

Report of Dennis Harris C. E. Who Surveyed a Line of Railway.

Country Declared to Be Rich In Timber, Minerals and Game.

The report of Dennis Harris, C. E., who was commissioned by the government in September last year to make a survey between the west end of Cowichan lake and the headwaters of Alberni Inlet, for the purpose of ascertaining whether that section of the country affords a suitable route for the construction of a railway, has been made public. It contains much new and valuable information about a section of the Island which Mr. Harris says is rich in natural resources. Extracts from the report are as follows:

"After arriving at the summit of the Nitinat Pass, and establishing the variation of the compass at N. 24 degrees 22 minutes E., a short reconnaissance down the valley of the Nitinat river showed the trail, wherever it left the side-hill, to be completely grown over by heavy underbrush, so much so that in places it was next to impossible to find it, and many of the bridges, as well as those on the north side of the pass, were either washed away or in a decayed condition. The Nitinat river I found falling in a succession of cataracts on an average of 500 feet to the mile for the first three miles, but very much less grade after that, through a valley with steep slopes either side.

"From zero to station 50 (one mile) the timber consists principally of yellow cedar and hemlock. From this on, as far as I went in the valley, on both sides of the river, but below the line, there is a belt of long, straight fir timber, 1,500 feet wide, averaging 18 to 36 inches, which will cut as high as 60 M. to the acre, of good merchantable timber. This belt of fir timber is fringed with a line of sound hemlock of large dimensions.

"Several mineral claims have been located as points adjacent to the survey line on both sides, but as no work of any magnitude seems to have been done on these, no reference was made to the survey. In nearly every creek crossed a good deal of "float" existed, and from the precipitous nature of the streams, which are cut deep into the mountain side, gives the hardy miners the best chance of prospecting, and will, I believe, at some future date, speak well for itself, as better means of communication are established.

"As reported, the Nitinat river falls for the next three miles on an average of 500 feet to the mile. The trail, which takes the west side at the start, crosses and re-crosses the river in anything but a straight course, and has not the desired effect of easing the grade, being impassable in the wet season and dangerous for animals if used to any extent. In the event of a wagon road being constructed, it would require a qualified engineer to supervise the work. To follow the present trail with a road would not warrant the cost, and to follow the east side, on a 10 per cent. grade, would cost from $2,500 to $3,000 per mile, owing to deep crossings of streams and removal of rock in places.

"For the first mile north from the summit of the Nitinat the timber is principally hemlock, yellow cedar and larch, 12 to 18 inches diameter; from the first to the second mile large hemlock and a few good fir. From the second mile post to the 6½ mile post, hemlock and balsam of from 12 to 28 inches, making from 40 to 60 foot logs, with some scattered fir. Below the line one mile from the summit a body of fir mixed with large hemlock from 24 to 48 inches, making 40 to 80 foot logs, will average 60 M. per acre. This timber follows the creek flowing into the Cameron river, and continues to the 6½ mile post as well as 4 miles up the Cameron river on both sides, as noted in my exploration of 1901, when descending the Cameron river from Indian or Labor Day lake.

"The Cameron river, with high falls on its upper reaches and crooked rocky channels for the most part of its length, would make driving for anything but short logs, and at high water, a difficult proposition. From 6½ mile post to Yellowstone creek fire has destroyed the timber to the top of the mountain, and as far as Rogers Pass continues small and burnt. From the summit of Rogers Pass, following the creek in a westerly direction, there are bunches of large fir extending to Alberni.

"Returning to the summit of Roger Pass (8 mile post), along the Cameron river to the Wagon Road Pass (11 mile post), the timber is small and scattered, and from Wagon Road Pass to 13 mile post, following the lakes and creeks, the timber is principally hemlock and fir. Between 13 and 14 mile post is small fir and hemlock, 12 to 18 inches diameter, until the line again strikes Roger creek, when the timber increases in size from 24 to 48 inches, and will cut up to 80 feet as far as the 20 mile post.

"Though more indications of mineral were apparent on the creeks and streams on the south side of the Nitinat summit, yet the work accomplished on several claims on the north side through which the line passed gives hopes of their yet turning out remunerative to their owners, as care is taken to still keep them on record.

"The average cost from zero to tide water would be $38,190 per mile for a standard gauge road, including bridges. The actual quantities can be taken out at any time from the notes and cross-sections and on completion of the 400 foot scale plan.

"I am of the opinion that one-tenth of the cost of survey should be charged against the appropriation for the district, as the Cowichan trail is now serviceable from the Alberni wagon road to within 15 miles of Cowichan lake, and if cleared out and extended along the north side of the lake its east end would be of great service to prospectors and mining men generally, not omitting the sportsman, who can there find, as regards fishing and shooting, what many men of means travel long distances, at much greater cost, to obtain."

You should not feel tired all the time—healthy people don't—you won't if you take Hood's Sarsaparilla for a while.

United States And Sealing

Uncle Sam Has Appropriated Twenty Thousand for Sealing Enquiry.

But Will Make No Appropriation for Meeting of Joint High Commission.

The United States government and Great Britain are at sixes and sevens regarding a revision of the sealing regulations, which the former government is industriously endeavoring to secure. The Washington Correspondent of the Financial Trade Review, writing in this connection, and on sealing matters generally says:

The State Department has taken up for consideration the question as to whether a special commission will be appointed to revise the sealing regulations under the terms of the Act appropriating $20,000 for the purpose which was passed by congress in the closing days of the last session. Not having recommended this appropriation, the State Department is in the peculiar position of possessing a fund to be expended under the authority of a statute which supplies absolutely no details as to the manner of the expenditure.

Two important questions are being carefully canvassed in connection with this commission; first, as to whether the law is mandatory and requires the appointment of a commission, whether one is deemed necessary or not; and, second, whether such commission should have an international character and be made up of representatives of Great Britain and the United States, the members being equally divided. On some accounts the Department is disposed to take the view of the latter alternative is the correct one, and the representatives of the British Foreign Office are being sounded to determine whether Great Britain will unite with the United States in the appointment of a commission, the chief function of which would be to revise the regulations.

No very encouraging intimations have been received on this point, owing it is believed, to the fact that the British Government is not a little mystified at the peculiar action of the American Congress in appropriating a large sum of money for a special commission to revise the sealing regulations, which commission was not desired by the State Department, while at the same time it refused an appropriation to defray the expenses of another meeting of the Joint High Commission, arrangements for which had been concluded between the American Secretary of State, the British ambassador and the Canadian Premier. It is quite possible, therefore that the British Government may decline to appoint representatives on a joint commission charged with no other duty than to revise the sealing regulations until the United States indicates its willingness to proceed with the sessions of the Joint High Commission without regard to an appropriation to defray the expenses of the commissioners.

Numerous inquiries have been received at the State Department concerning the disposition of the $20,000 appropriated by Congress, and it is quite evident that some uneasiness is felt by the fur seal trade at large regarding what recommendations might be made by such a commission; but Mr. Elliott's strenuous advocacy of the bill authorizing the Secretary of the Treasury to kill all the seals has put him under grave suspicion, and it now seems probable that the disposition to be made of the appropriation will be decided at an early date, and in the meantime much pressure is being brought to bear upon the State Department to hold the fund for further instructions from Congress.

The serious menace to the fur seal herd growing out of the wholesale operations of Japanese sealers in Behring sea last year has induced the Secretary of State to again lay the matter before the Japanese Government with a view that measures might be taken to prohibit Japanese subjects from engaging in sealing, except on equal terms with Americans and Canadians. The Japanese Foreign Office, however, still declines to interfere in the matter, and the position not to take any part in the controversy has been confirmed by the recent action of the Treasury Department in taking active measures to punish alleged undervaluations of Japanese silks shipped to this country. As hitherto-intimated, the activity of the Treasury Department in this direction has been regarded by the Japanese Government as a reflection upon a very important trade which is the source of much of Japan's prosperity, and, under the circumstances, there is no disposition to aid the United States in taking care of the seal herd.

Secretary Cortelyou, of the new Department of Commerce and Labor, to whose jurisdiction the seal herd will be transferred on July 1, has decided not to assign it to the Fish Commission, as was at first proposed, but to place it under the immediate control of Chief Clerk Hitchcock. Mr. Hitchcock is one of the ablest men in the new department, and has considerable familiarity with the history of the seal herd and of the controversy with which it has been so long associated. The four special agents of the Treasury Department who have immediate charge of the seal herd on the Pribilof islands will also be transferred to the new department on July 1, and will report to Secretary Cortelyou on their return from the islands from time to time.

Was Unable to do any Work for Four or Five Months.

Was Weak and Miserable.

Thought She Would Die.

Doctor Could Do No Good.

Milburn's Heart and Nerve Pills

Effected a Complete Cure in the Case of MRS. CAROLINE HUTT, Morrisburg, Ont.

She says: "It affords me great pleasure to speak about what your Heart and Nerve Pills have done for me. About a year ago I was taken ill with heart trouble and got so bad that I was unable to do any work for four or five months. I got so weak and miserable that my friends thought I was going to die. The doctor attended me for some time but I continued to grow worse. At last I decided to try Milburn's Heart and Nerve Pills, and after taking two boxes they made me well and strong again. I cannot praise them too highly to those suffering from nervous weakness and heart troubles."

Milburn's Heart and Nerve Pills are 50 cents per box, or 3 for $1.25 at all dealers, or

THE T. MILBURN CO., Limited TORONTO, ONT.

THE LAW COURTS.

Leave to Appeal Granted in Case of Prisoner Sentenced to Death.

The Full court, consisting of Hon. Justices Walkem, Drake and Martin, heard argument Tuesday in McDonald vs. Housberger upon an appeal to stay execution pending appeal. The appeal was granted. L. P. Duff, K. C., for plaintiff; L. G. McPhillips, K. C., for defendant (appellant).

In Rex vs. Alex. Louie, an application was made for leave to appeal on ground that the dying declaration of a murdered woman should not have been admitted in evidence. The case was tried at Vernon, and Justice Irving sentenced the prisoner to be hanged on the 19th of June. Leave to appeal was granted, and the appeal will come on for argument in a day or two. L. P. Duff and J. H. Lawson, jr., for prisoner, and Deputy-Attorney-General McLean for the Crown.

Rex vs. Hayes also came up, but the court declined to allow argument to proceed on account of the appeal book being unsatisfactory. Argument was adjourned till 11 o'clock this morning. L. P. Duff, K. C., and Geo. E. Powell for appeal, and Deputy Attorney-General McLean for the Crown.

Hon. Mr. Justice Drake granted the following orders in Chambers yesterday morning:

Re Sarah Ann Wheeler, deceased. Probate of will granted on application of S. P. Mills, K. C.

Re Thomas Hindmarsh, deceased. Probate of will granted on application of Farquhar Macrae.

The County court sittings will commence tomorrow morning at 11 o'clock.

Fixes Rates For Water Meters

An Important By-law is Now Before The City Council.

New Schedule Regulating Assessments on the Water Consumers.

(From Wednesday's Daily.)

Great local interest attaches to the circumstances that there was introduced at the council meeting last evening, when it received its first reading, a by-law to amend the schedule of rates in the Waterworks Regulation By-Law, 1900. Its main provisions are as follows:

"The water commissioner hereby fixes and the council of the corporation of the city of Victoria hereby approve, and there shall be payable by every consumer of water from the waterworks of the corporation for the purposes mentioned after mentioned, the rents, rates or charges respectively mentioned in the following schedule:

"In respect of water supplied within the city limits by meter, to dwellings or residences situated on one acre of land, not larger than 60x120 feet in area.

"For each dwelling or residence containing not more than four living rooms, per month, 70c.; maximum number of gallons allowed, 3,500.

"For each residence or dwelling containing five living rooms, per month, 85c.; maximum number of gallons allowed, 4,250.

"For each dwelling or residence containing more than five, and not more than eight living rooms, per month, $1.10; maximum number of gallons allowed, 5,500.

"For each dwelling or residence containing more than eight living rooms, per month $1.40; maximum number of gallons allowed, 7,000.

"For all other residences on larger sites than 60x120 feet, such rate and charge as the Water Commissioner may in each case, or from time to time, fix but so that the minimum rate shall not be more than $1.40 per month, nor the maximum monthly quantity of water more than 7,000 gallons.

"All consumption in excess of the above mentioned maximum quantities to be charged for at the rate of 10c. per one thousand gallons.

"There shall be no charge for meter rent.

"All meters to be read monthly, and the accounts to become due and payable on the last day of each month, and to be subject to a discount of 10 per cent. if paid on or before the 15th day of the month next following.

"These rates to come into effect on the 1st July, 1903."

The Germans ridicule the idea of a British Imperial tariff preference; but their anxiety lest it should come within the region of practical politics is thinly veiled.

Piles To prove to you that Dr. Chase's Ointment is a certain and absolute cure for each and every form of itching, bleeding and protruding piles the manufacturers have guaranteed it. See testimonials in the daily press and ask your neighbors what they think of it. You can use it and get your money back if not cured. 60c a box, at all dealers or EDMANSON, BATES & CO., Toronto.

Dr. Chase's Ointment

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all distressing discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swelling of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system, through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION is sold by all the principal Chemists and Merchants throughout the World. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word 'THERAPION' as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by Lyman Bros. & Co., Ltd., Toronto. Price, $1; postage, 4 cents.

PROVINCIAL GAOL AT VICTORIA.

Tenders endorsed Gaol "Supplies," for the supply of Bread, Beef, Groceries, Clothing and Coal, for the use of the said institution from the 1st day of July next, to the 30th June, 1904, will be received by the undersigned up to Monday, June the 22nd. Samples of Groceries, Clothing, etc., can be seen at the Gaol, Topaz Avenue. Tenders to state price of coal per ton of 2,000 pounds. All supplies to be delivered at the Gaol as required without extra charge. Oatmeal, brooms, brushes and all articles required for use in the contract to be of provincial manufacture, as far as practicable. The lowest or any tender not necessarily accepted.

R. F. JOHN, Warden.

June 4th, 1903.

COAL PROSPECTING NOTICE.

Notice is hereby given that thirty (30) days after date we, the undersigned, intend to apply to the Assistant Commissioner of Lands and Works for the District of Cassiar and the Chief Commissioner of Lands and Works of the Province of British Columbia, for licenses to prospect for coal and petroleum upon the lands north and south of the Tahltan River, a tributary of the Stickeen River, and described as follows:

(1) Commencing at a post about 12 miles north of the telegraph station known as Telegraph Creek, being the northwest corner of Murdock McKay's claim; thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to place of beginning, containing 640 acres.

Dated April 7, 1903.

MURDOCK McKAY, Locator.

(2) Commencing at a post being the southwest corner of Edward Lewis' claim, and adjacent to the northwest corner of Murdock McKay's claim; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains to place of beginning, containing 640 acres.

Dated April 7, 1903.

EDWARD LEWIS, Locator.
MURDOCK McKAY, Agent.

(3) Commencing at a post being the northeast corner of Helen P. M. Lewis' claim and adjacent to the northwest corner of Murdock McKay's claim; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains to the point of beginning, containing 640 acres.

Dated April 7, 1903.

HELEN M. F. LEWIS, Locator.
MURDOCK McKAY, Agent.

(4) Commencing at a post being the southeast corner of Lansing Lewis' claim and adjacent to the southwest corner of Edward Lewis' claim; thence 80 chains north; thence 80 chains west; thence 80 chains south; thence 80 chains east to the place of beginning, containing 640 acres.

Dated April 7, 1903.

LANSING LEWIS, Locator.
MURDOCK McKAY, Agent.

(5) Commencing at a post being the northwest corner of Arthur Greenstock's claim and adjacent to the northeast corner of Murdock McKay's claim; thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to the place of beginning, containing 640 acres.

Dated April 7, 1903.

ARTHUR GREENSTOCK, Locator.
MURDOCK McKAY, Agent.

(6) Commencing at a post being the southwest corner of H. O. Robey's claim and adjacent to the northwest corner of Arthur Greenstock's claim; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains to the place of beginning, containing 640 acres.

Dated April 7, 1903.

H. C. ROBEY, Locator.
MURDOCK McKAY, Agent.

(7) Commencing at a post being the northeast corner of John Murray's claim and adjoining the northwest corner of Helen F. M. Lewis' claim; thence west 80 chains; thence south 80 chains; thence east 80 chains to the place of beginning, containing 640 acres.

Dated April 7, 1903.

JOHN MURRAY, Locator.
MURDOCK McKAY, Agent.

(8) Commencing at a post being the southeast corner of J. A. McFarland's claim and adjacent to the northeast corner of John Murray's claim; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to the place of beginning, containing 640 acres.

J. A. McFARLAND, Locator.
MURDOCK McKAY, Agent.

Dated April 7, 1903.

MINERAL ACT.—(Form F.) Certificate of Improvements. Notice. Seattle, Dunsmuir and Lynn Fraction Mineral Claims, situate in the Victoria Mining Division of Victoria District. Where located: Mount Sicker. Take notice that The Mount Sicker and British Columbia Development Co., Ltd., Free Miners' Certificate No. B72522, intend sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements, for the purpose of obtaining a Crown Grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements. Dated this seventeenth day of April, A.D. 1903.

MINERAL ACT.—(Form F.) Certificate of Improvements. Notice. Pauper Mineral Claim, situate in the Chemainus Mining Division of Victoria Mining District. Where located: On Mount Brenton, adjoining the Clyde Mineral Claim on the north. Take notice that I, Henry Fry, of Chemainus, B. C., Free Miner's Certificate No. B72555, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim. And further taken notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements. Dated this 21st day of April, A. D. 1903. Henry Fry.

MINERAL ACT.—(Form F.) Certificate of Improvements. Notice. Defender Fraction Mineral Claim, situate in the Victoria Mining Division of Victoria District. Where located: Mount Sicker. Take notice that The Mount Sicker and British Columbia Development Company, Ltd., Free Miner's Certificate No. B72622, intend sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim. And further take notice that action under section 37, must be commenced before the issuance of such Certificate of Improvements. Dated this seventeenth day of April, A. D. 1903

Mineral Act.—(Form F.) Certificate of Improvements. Notice. Independence Fraction Mineral Claim, situate in the Victoria Mining Division of Victoria District. Where located: Mount Sicker. Take notice that I do this 4th of June, 1903, make application for a certificate of improvement. Free Miner's Certificate No. B76690, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvement. Dated this 4th day of June, A. D. 1903. For the Mt. Sicker & B. C. Development Company, Harry Smith.

Thirty days from date I intend to apply to the Chief Commissioner of Lands and Works for license to prospect for coal on the following described land, situated in the Port Simpson Mining Division of Cassiar District. Commencing at a post on the east bank of the Skeena river, about five miles north of Kishpyax Indian village, and five chains south of where the Xshhltzitqus creek empties into the Skeena river, marked "W. H. P., southwest corner post," thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains to point of commencement; and containing 640 acres, more or less.

Dated May 6th, 1903.

W. H. PIERCE, Locator.

NOTICE.—Public notice is hereby given that sixty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following described tract of land, to-wit: Commencing at a post marked P. Hickey's S.E. corner, thence S.W. along the shore of the Skeena river 80 chains, thence W. 40 chains, thence N. 80 chains, thence E. back to the point of commencement, containing 320 acres more or less. The said land being situate 1½ miles approx. below Aberdeen, and directly opposite Port Essington, on Skeena river, same district. Staked the 27th day of April, 1903.

PATRICK HICKEY.

Notice is hereby given that 60 days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works, for permission to purchase the following described land, situated at the mouth of Bear river, Portland Canal, Cassiar District: Commencing at a post marked J. W. S.'s S. W. corner, thence N. 40 chains, thence E. 20 chains, thence South 40 chains thence West 20 chains, to point of commencement, being in all 80 acres, more or less.

J. W. STEWART.

Bear River, Portland Canal, April 26th, 1903.

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Hot Wea On Ma

Last Year's Hi Reached at V Yesterda

Little of Interest Sitting of the Commiss

U. S. Immigration Travelers to V Inconveni

From Our Own Correspo

Vancouver, June 8.— stood at 88 in the shad the hottest point reach

Nothing of interest day's session of the I Mr. Bird, counsel for complained to the com press were unfairly re dence, intimating they P. R.

The charter of the U brought into court drap Bird asked the witnes what the crepe signifie replied, "it was to remi der of one of our cy was shot from the C. In answer to the Chi Denison said that they the strike without reco and the C. P. R. had prove an illegal act aga members. The witness that there were rows, naturally follow when manity from Eastern cit here to take the places

Smoke from fires ca