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Victoria Comes  
Into Her Own

Denied Promises of Terms of  
Union Now Realizes Great-  
est Hope.

After Years of Waiting City Will  
be a Terminus of the  
C. P. R.

(From Friday's Daily.)  
The passing of the E. & N. railway  
into the hands of the Canadian Pacific  
Company will open another chapter in  
the story of railroading in Canada. By  
this deal the original design of the great  
transcontinental system, which was to  
have its terminus on the island coast,  
and of which the line from Nanaimo  
to Esquimalt was to be the completing  
link, will have been realized, in another  
way, for Victoria will then in fact be  
one of the Pacific termini of the  
transcontinental road. The terms of  
union will have been fulfilled, not  
through the work of parliament, as origi-  
nally contemplated, but through the en-  
terprise of our island citizens which  
has brought about legitimate develop-  
ment of local resources, and forced Vic-  
toria into recognition as a point which  
could not be overlooked in the great  
scheme of commercial progress.

It may be recalled that the building  
of the E. & N. was part of the general  
plan of railway connection associated  
with the confederated colonies, and  
particularly with the terms of union of  
this province. Esquimalt had been se-  
lected as the terminus of the transcon-  
tinent in the same year. Hon. H. H.  
Muir, who drew upon his own private  
capital for the purpose. Indeed, it is  
an interesting fact in connection with  
the construction of the E. & N. rail-  
way is perhaps the only road on the  
continent which was constructed without  
the aid of any form of government aid.  
No money was borrowed for the work.  
It was accomplished absolutely through  
the enterprise and financial ability of  
private individuals, and those at that  
time who doubted the sagacity of his  
venture.

As soon as the Settlement Act was  
passed the contracts were let, and the  
construction of the road was carried  
forward to a successful completion. The  
British price of the contract was made  
occasion of much celebrating in Vic-  
toria, and the Hon. Mr. Dunsmuir was  
the hero of the day, being the subject of  
a great many congratulations upon the  
success of his venture.

It seemed for a great many years  
as though there had been a great deal  
of foundation for the misgivings of those  
who doubted the financial wisdom of  
the undertaking. The road did not pay  
for itself, and in fact until the inaugu-  
ration of the C. P. R. ferry ser-  
vice to Ladysmith, which opened com-  
munication between that great system  
and the province, the railway was not  
transportation of freight in bulk, with  
Victoria as a receiving and distributing  
point. Largely owing to this fact, the  
growth of the island industry, and the  
general development which has come to  
the resources of the island, the E. & N.  
has gradually grown into a paying prop-  
osition.

Owing to the change now in contem-  
plation, it is almost certain that the  
line from Victoria to Comox, in the im-  
mediate future, if not to the north end of the island, with  
the Victoria branch to Alberni and  
Quatsino Sound, both of which places  
have been regarded as possible depots  
for Oriental traffic.

In the Grand Trunk Pacific  
and Canadian Northern reaching the  
coast, as they no doubt will, southerly  
traffic from the lines will probably be  
concentrated at Victoria, and the de-  
pendent lines are built by those com-  
panies. In this way a great saving of  
time would be effected in the route  
for trade, in any event, the island rail-  
way is sure to be no mean factor. The  
C. P. R. in securing the Esquimalt  
and Nanaimo lines has shown itself  
to be fully alive to its opportunities and  
has indicated the faith that was in the  
people of this province, who fought for its  
construction, and the sagacity of those  
through whose enterprise and sagacity  
the scheme eventually materialized. And  
Victoria, in the position it occupies, has  
immediately increased in connection with  
the whole system.

As is well known, Vancouver Island  
possesses a great wealth of mineral  
number of mines, some of them very  
rich, are being developed. It also has  
very great wealth in fish and sea-  
weeds. Indeed, within a limited area  
opportunities are many times greater  
than any other part of the province.  
The southern and northern parts of the  
easterly part of Vancouver Island the  
whole of the country that is available  
for settlement is admirably adapted for  
fruit growing, and in a few years, it  
is altogether possible, that several car-  
loads of fruit per day will be sent from  
Victoria over the C. P. R. to the north-  
west, and this will probably prove to  
be one of the most profitable industries  
of the province.

Among the many considerations in  
which the utility of the service looms  
larger as a result of Victoria becoming  
a C. P. R. terminus, is that of the  
lumber industry, of which the most im-  
portant part is centered on Vancouver  
Island. As soon as the duty is fixed to  
sufficiently protect the industry from  
United States competition, Victoria will  
become the shipping point for lumber  
to the northwest, and the railway will  
naturally seek to develop traffic along  
these lines.

prosecuted. In this year the Mackenzie  
government offered Sir John  
Macdonald's government first desired  
to ascertain if some other route was  
not possible by which Victoria could  
be reached than that down the Fraser  
valley, but the selection of Port Moody  
made by Sir Alexander Mackenzie, was  
subsequently confirmed. The provincial  
government strongly pressed that the  
island road should be built as well, and  
not receiving any satisfactory reply,  
Hon. A. D. Coombs was sent to Eng-  
land to present a petition to the Queen.  
The Earl of Kimberley, then secretary  
of state, proposed in part as a basis  
for settlement, the construction of a  
line of railway from Esquimalt to Na-  
naimo. In 1883 the Settlement Act was  
passed, by which all issues between the  
provinces of Dominion were finally dis-  
posed of. By this act a subsidy of  
\$700,000 was pledged by the Dominion  
government for the construction of the  
island road, the provincial government  
providing a land subsidy as well.

In other words, the C. P. R. originally  
proposed to follow the Yellowhead pass  
by the way of Bute Inlet, crossing by  
a series of bridges to the island and  
thence to Esquimalt. This scheme was  
subsequently considered too expensive,  
the estimated cost of bridging the nar-  
rows being from fifteen to twenty million  
dollars, and the Port Moody terminus  
was chosen.

However, in order to give some recog-  
nition to the terms of union, and to sat-  
isfy the contractors, the Settlement  
Act was passed, whereby the  
Dominion government undertook the  
construction of a drydock at Esquimalt,  
and the building of the E. & N. rail-  
way, for which they granted a cash  
subsidy of \$700,000, supplemented by  
about 1,000,000 acres of land by the  
province.

These terms, generous as they may  
appear today, did not at first seem to  
give any compensation for the work  
for the work were not in abundant evi-  
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undoubtedly a success, and the Hon. Mr.  
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Another Vessel  
To Run Blockade

Brinkburn is Coming Today to  
Load Bunker Coal For Voyage  
to Vladivostok.

Capt. Smith of Haddon Hall is  
Going Home—Tale of a  
Sea Cook.

(From Saturday's Daily.)  
The British ship Brinkburn (see Tot-  
tenham), as the society editor would have  
said, sailed from San Francisco on  
Thursday loaded with cargo which some  
consider contraband of war, while others  
regard the supplies consigned to Vladiv-  
ostok. She may get there if the Japanese  
cruisers do not see her first. The  
steamer is coming to Comox to load  
bunker coal and is due today. She will  
proceed on Monday. The Brinkburn has  
a cargo similar to that carried by the  
Weyfield. Her officers and crew are  
being paid the regular wages, but it  
is understood that in the event of run-  
ning the blockade successfully, the offi-  
cers will receive a bonus equal to 100  
per cent. of their pay. The officers are  
hopeful of success, but it is the general  
opinion in the local shipping world that  
before many weeks have passed they  
will be in commission as the Brinkburn  
Maru.

Regarding the Melville Dollar, which  
sailed a few days ago, her owners say  
that Shanghai is her destination; it is  
not her intention to run the blockade.  
As for the blockade today, they be-  
lieve that the cargo of the Melville Dol-  
lar, recently seized, was not contraband,  
nor was that of the Weyfield. The cargo  
consists of packing cases of herring, and  
has never been declared contraband by  
the Japanese government. The Russian  
government, on the other hand, has de-  
clared food and fuel to be contraband,  
everything else shipped to Japan, con-  
traband of war. But this declaration  
by only one government does not mean  
that it is not contraband. The  
English-Boer war, when three or four  
cargoes of flour from the Yellowhead  
ports, and destined to the Transvaal  
were captured by the British and taken  
to Cape Town and Port Elizabeth, and  
seized as contraband of war, is a  
vivid protest from the American govern-  
ment against these unlawful seizures,  
the British prize courts, which have de-  
cided not alone to release the cargoes  
but damage was also paid by the British  
government.

In the case of the "Dollar," of course  
the Japanese have the power to seize  
everything they want, especially if they  
think it for the Russian forces (Japan)  
will have to decide whether they have  
the right to do this in conformity with  
the law of nations. The Japanese  
of the British and American governments  
which no doubt will follow.

Then again, Vladivostok has never  
been officially declared an effective  
blockaded port, and, therefore, it is open  
to navigation to all foreign flags ex-  
cept to the ships carrying real contraband  
of war (ammunition, arms, coal,  
etc.).

The M. S. Dollar was the first steamer  
to leave for Vladivostok, and the capture  
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at Bellingham on December 28 last and  
lay on the beach for the greater part of  
a month despite the efforts of a fleet  
of tugs to pull her off. It had been an-  
ticipated that upon docking she would  
be found to be badly strained and that  
her keel would be seriously injured, but  
when hauled out it was discovered, with  
the exception of the metal sheathing  
upon her keel, all being broken, and  
necessitating its renewal, her injuries  
were very slight indeed. It is understood  
that the time of her charter has been  
extended so that her dry days began the  
first of February instead of the first of  
January. At Tacoma the British bark  
Coping was taken aboard the last of her lumber from the  
St. Paul and Tacoma Lumber Com-  
pany's mill, and she will be taken out  
today this morning, with about  
1,900,000 feet of cargo, and is bound for  
Valparaiso for orders, her cargo being  
destined for various West Coast ports.

MIOUVERA SAILS.  
The Canadian-Australian liner Miuvera  
sailed last night for Australia, via  
Honolulu and Suva. She had a large  
number of passengers and about 1,800  
tons of general cargo. Included in the  
cargo is a large number of pianos and  
other household furniture. The Miuvera  
is a large modern passenger liner con-  
signed to Auckland and Christchurch  
by N. Z. Lumber, canned salmon and  
machinery form large items in the ship-  
ment. Capt. H. Wilcox and wife, Mrs.  
W. W. Williams, Mr. and Mrs. J. W. Smith  
and children, M. Riley and sons,  
Miss Poretsky, Miss Poretsky,  
L. Lamond, M. A. Lamond, Mr. Sow-  
den, R. Burrow, Miss E. Winter, Miss  
E. E. Sweeney, Mr. and Mrs. Orl-  
stein, Mrs. R. Plant and infant, C. Hill  
and wife, W. H. Wacter, S. J. Kelly,  
Philip Oestli.

SEIZED STEAMER SOLD.  
The little steamer Alert, formerly an  
American craft, operated out of the  
port of Bellingham, and seized together  
with the cargo of herring, was sold to  
Vancouver Island, on Sept. 7, 1904, for  
illegal fishing, has been sold by Mr.  
John T. Williams, inspector of fisheries,  
to Mr. Robert Smith, a well known  
canneryman of Nanaimo. The fishing gear  
taken at the time of the seizure was  
valued at \$10,000. The Alert was the  
first made in British Columbia waters  
by the Dominion government, and the  
cargo was consigned to the fisheries  
cruiser Falcon.

It is understood that the price paid  
for the Alert and gear was \$100,000.  
PROTECTING THE HERRING.  
Large quantities of herring have been  
destroyed by Japanese fishermen operat-  
ing in the straits for the purpose of cur-  
rency. The fishery is being protected  
by the British government. The  
herring trade of the Atlantic coast,  
in 1901 amounted to \$1,905,394,  
an increase value of fish marketed.

TEST THE KIDNEYS.  
Allow the urine to stand in a glass vessel  
for twenty-four hours and if at the end  
of that it is clouded or has left a sedi-  
ment at the bottom, the kidneys are not  
healthy, there is no preparation so prom-  
pt and sure as Dr. Chase's Kidney-Liver  
Purifier.

NORTHERN NEWS.  
Conditions in Vicinity of Atlin Set Forth  
by a Correspondent.  
Writing under date of January 24  
from Log Cabin, B. C., a correspondent  
of the Colonist says:  
Atlin Lake is now closed in and safe  
for travel. Quick time can be made be-  
tween Log Cabin and Atlin. The first  
mail to arrive that crossed Atlin Lake  
on the 1st of January. The mail box with  
a note requesting her to open the box  
before going on the stage. The actress  
was able to finish the performance.

ADDER IN BON BON BOX.  
Munich, Bavaria, Feb. 2.—Fraulein  
Reubke, of the court theatre, who is  
playing the juvenile part of the  
man's "Bergschmied," found on her  
dressing table last evening a beautiful  
bon bon box with a note requesting her  
to open the box before going on the  
stage. The actress was too much occu-  
pied to do so until before the last  
act, when she did open it and an adder  
darted out and fastened its fangs on  
her dress. Fraulein Reubke screamed  
and fell in a faint, and the attendants  
found her lying on the floor. The  
actress was able to finish the perfor-  
mance.

STRIKE IN GERMANY.  
A howling blizzard is now raging, and  
has been for some days, which is the  
first bad storm this winter. Trains are  
somewhat delayed.

Dr. Chase's Nerve Food is the most  
effective treatment for diseases of the  
nerves and nervous exhaustion.

Paralysis is sudden and unexpected only  
to those who are unfamiliar with the sym-  
ptoms of declining nerve force.

After the stroke has come, bringing help-  
lessness and suffering, the victim looks back  
to find that there were months, or possibly  
even years, of warning symptoms.

Paralysis, or loss of power of movement,  
is caused by the exhaustion of nerve force and  
is the natural result of neglected nervous  
diseases.

Paralysis can usually be cured by Dr.  
Chase's Nerve Food, and always prevented if  
you begin treatment with the first indica-  
tions of nervous exhaustion.

Thinks Victoria  
Will Now Boom

Pioneer Resident Has Great Faith  
in Splendid Future Awaiting  
the Island.

Discusses C. P. R. Plans and  
Bearing on Destiny of Esqui-  
malt and City.

Daniel Adams, a pioneer of the pio-  
neers on the Pacific Coast, who came  
here by way of the Isthmus of Panama  
in 1858, takes a special interest in the  
announcements of transportation plans  
affecting Victoria. Mr. Adams is an  
optimist to an extreme, and having  
watched developments on the Coast  
from their early stages, is in a peculiar  
good position to speak prophetically.  
He declares he has the greatest faith in  
the future of Victoria and Vancouver  
Island, and predicts an immediate boom  
as the result of the acquisition by the  
C. P. R. of the route to Esquimalt and  
Nanaimo, and the associated trans-  
portation movements by rival transportation  
companies. Mr. Adams' theory is that  
Esquimalt will be one of the greatest  
shipping points on the entire Pacific  
coast, arguing that it is obviously the  
best point for the C. P. R. to erect big  
coal bunkers at that point. Esquimalt,  
he says, is, with the sole exception of  
Acapulco, the finest harbor on the Pa-  
cific coast in stretches of 4,000 miles.  
This destiny has proclaimed its ultimate  
greatness as a busy centre of mar-  
itime traffic.

In an interview with a Colonist re-  
porter yesterday afternoon, Mr. Adams  
advanced many interesting suggestions  
bearing on the future of Victoria and  
Vancouver Island as an outcome of the  
recent moves on the chess board of  
the C. P. R. He stated that the C. P. R.  
will make their headquarters at Esqui-  
malt, not proceeding to Vancouver at all  
in support of the C. P. R. The  
will be made in the matter of coaling  
the vessels alone, and of the saving  
of time and expense in the matter of  
being conveyed from Ladysmith and  
Comox to the coast. The C. P. R. is  
and one which the C. P. R. is  
certain to do away with.

Mr. Adams expressed the belief  
that the Grand Trunk Pacific or  
the Canadian Northern must come to  
Victoria via Bute Inlet to get into touch  
with the great and constantly growing  
stream of traffic flowing in and out of  
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tion that Port Simpson can be fixed  
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of Port Simpson, British Columbia  
cities, points on Puget sound, Ore-  
gon, California, Mexico, Hawaiian Is-  
lands, and elsewhere. The society met on  
the first Tuesday of each month.

This resolution was adopted: "That  
the Canadian Society of Oregon would  
ask that recommendations be forward-  
ed to the proper quarter, at Ottawa,  
Ont., and Victoria, B. C., asking that  
two separate exhibits be made at the  
London and Paris exposition, one in  
this city, from the Dominion of Can-  
ada and the province of British Colum-  
bia, bearing that such exhibits would  
bring an increased number of Canadians  
to the exposition, would materially ad-  
vantage Canada, and would help along  
the good feeling which exists between  
Canada and the United States."

At the social session which followed  
Miss Potts, of Victoria, B. C., gave  
piano selections, including a number of  
national airs, among them being the  
Canadian song, "The Maple Leaf." The  
society will hold its next regular monthly  
meeting February 7.

ADDER IN BON BON BOX.  
Munich, Bavaria, Feb. 2.—Fraulein  
Reubke, of the court theatre, who is  
playing the juvenile part of the  
man's "Bergschmied," found on her  
dressing table last evening a beautiful  
bon bon box with a note requesting her  
to open the box before going on the  
stage. The actress was too much occu-  
pied to do so until before the last  
act, when she did open it and an adder  
darted out and fastened its fangs on  
her dress. Fraulein Reubke screamed  
and fell in a faint, and the attendants  
found her lying on the floor. The  
actress was able to finish the perfor-  
mance.

STRIKE IN GERMANY.  
A howling blizzard is now raging, and  
has been for some days, which is the  
first bad storm this winter. Trains are  
somewhat delayed.

Dr. Chase's Nerve Food is the most  
effective treatment for diseases of the  
nerves and nervous exhaustion.

Paralysis is sudden and unexpected only  
to those who are unfamiliar with the sym-  
ptoms of declining nerve force.

After the stroke has come, bringing help-  
lessness and suffering, the victim looks back  
to find that there were months, or possibly  
even years, of warning symptoms.

Paralysis, or loss of power of movement,  
is caused by the exhaustion of nerve force and  
is the natural result of neglected nervous  
diseases.

Paralysis can usually be cured by Dr.  
Chase's Nerve Food, and always prevented if  
you begin treatment with the first indica-  
tions of nervous exhaustion.

RUPTURE WITH VENEZUELA.

Latest Despatches Indicate Trouble  
Ahead.

New York, Feb. 2.—According to the  
Washington advices to the World, the  
despatches received at the state depart-  
ment yesterday from U. S. Minister  
Bowen at Caracas indicate that a rupture  
with Venezuela is imminent. Mr.  
Bowen's patience is at last exhausted,  
and he has recommended that he be re-  
called and that diplomatic relations with  
Venezuela be severed. He says that  
the attitude of the Castro government  
remains uncompromising to the last de-  
gree and that he can see no encourag-  
ing indications of a peaceable settle-  
ment of the American claims. He advises  
that force be applied as the only means  
of bringing President Castro to terms,  
and as the first step a formidable naval  
demonstration be made at once at La  
Guayra, the port of Caracas. Mr. Bow-  
en's reports were also sent to the presi-  
dent and soon afterward Mr. Roosevelt  
held long conferences with Secretary  
Hay, who is ill at his home. What  
conclusion was reached could not be learned,  
but the importance of the subject  
was proved by the fact that the presi-  
dent himself carried the despatch to Mr.  
Hay's home. The plan for teaching  
Castro a lesson was completed several  
weeks ago, but the president decided to  
defer its execution until after the ad-  
journment of congress. The plan in-  
cludes a navy demonstration, which if  
it fails to bring Castro to terms, will im-  
mediately be followed by the seizure of  
Castro's houses, which will be held until  
all the American claims have been sat-  
isfactorily adjusted. Chief among the  
claims which Mr. Bowen has been try-  
ing to force upon the Venezuelan govern-  
ment are entirely independent of those  
disposed of by the agreement for the  
liquidation of the claims of the govern-  
ment of the United States. The chief  
of the claims of the Asphalt Trust, which  
contends that it has been arbitrarily been  
dispossessed of its concessions. Ten days  
ago the president received a report from  
the minister of the Interior, which con-  
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CANADIANS ORGANIZE  
IN OREGON STATE  
Formed an Association at Well  
Attended Meeting at  
Portland.

At a largely attended meeting of Can-  
adians held Wednesday night at Port-  
land, the Canadian Society of Oregon  
was organized, with the election of the  
following officers: President, Dr. R. J. Mac-  
kenzie; first vice-president, John A. Mar-  
tin; second vice-president, W. R. Mac-  
kenzie; secretary, Macdonald Potts, and  
treasurer, William Harder. A constitu-  
tion and by-laws were adopted, and it  
was decided that the society meet on the  
first Tuesday of each month.

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