

## Twice-a-Week Times

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### CAPTAIN TATLOW'S SILENCE BROKEN.

(From Thursday's Daily.)

Shortly after the resignation from the McBride government of Hon. R. G. Tatlow and Hon. F. J. Fulton the Times claimed that it was the obvious duty of the ex-Ministers to lay before the public a statement as to the reasons for their resignation. In particular did we assert that it was the plain duty of the ex-Finance Minister to tell the people why at a time of crisis in the career of the government he felt called upon to resign his portfolio.

Captain Tatlow was singled out as the party from whom an explanation was imperative because he had held the important post of Finance Minister since the day of birth of the McBride administration and was therefore in a position to know whether the finances of the province would be likely to stand the strain the deal with Mackenzie & Mann was likely to involve. We held that if Capt. Tatlow had retired because of a conviction that the credit of British Columbia would be imperilled by the consummation of the contract, that was not a matter between him as a Conservative, the Conservative party and a Conservative government, but a matter between him as a servant of the people and all the people of British Columbia.

This demand was met by a statement that Captain Tatlow was ready to submit the reasons for his resignation to the executive of the Conservative Association of Vancouver. The Times met that attempt to dodge the real issue by pointing out that as Finance Minister Captain Tatlow was not the representative of the executive of the Conservative Association of Vancouver but the representative of all the people of the province; that if there were any facts connected with his resignation which would be illuminating to the people now that they had been called upon to accept or reject the Premier and his railway policy, these facts should be made public property.

Captain Tatlow, the electors of the province will be pleased to learn, has rejected the advice of those who prefer darkness to light because their deeds will not admit of scrutiny in the light. He has conceded the principle that the public is entitled to know why he left the government.

Captain Tatlow, however, being a life-long Conservative as well as a strong personal friend of the Premier with whom he was associated for six years as Finance Minister, feels that to take the public platform and lay the facts before the electorate, which he could not do without advancing the strongest reasons for defeating the government, would seem like an act of ingratitude towards his former political associate and colleague. But he concedes that he owes this much to the public: that if any man asks him why he resigned from the government he is in honor bound as a well-wisher of the province of British Columbia to lay the facts unreservedly and fully before the inquirer.

So the ex-Finance Minister, in the discharge of a public obligation, has done as far as he conscientiously could. In another part of this paper will be found stated the reasons why he resigned from the McBride government. The statement was made to Mr. W. H. Langley, a citizen and professional gentleman of acknowledged standing in Victoria. It was not given under a pledge of secrecy, but with full permission to give it all the publicity considered necessary in the best interests of the province.

Captain Tatlow resigned because he considered the deal with the Canadian Northern Railway Company ill-advised, outrageous, and a menace to the credit of British Columbia. As the authority best qualified to give an opinion upon the subject, he believes that the strain will prove greater than the finances of the province can bear. He does not take the position of the self-interested supporters and uninformed defenders of the government's policy that the treasury will never be called upon to meet the guarantee proposed to be given. He assumes from the known facts as to the nature of the country through which the line will run and from experience in former dealings with railway companies that the province will be compelled to meet every cent of its so-called nominal liability and that the effect cannot but be ruinous to provincial credit.

That is one reason why Captain Tatlow says he resigned. There are other reasons for his startling action. He says he was never consulted on the subject of the contract or agreement signed by Mr. D. B. Mann. The question was never brought up in council. Neither he nor Mr. Fulton knew that negotiations were being carried on between the Premier, the paid agent of the Canadian Northern Railway Company in the province and Mr. D. B.

Mann on the subject. The first intimation he received that an agreement had been entered into with Mr. D. B. Mann was on the evening before he placed his resignation in the hands of the Premier. On that occasion Mr. McBride read the document over to the Finance Minister and brusquely told him he could "either take it or leave it."

A certain politician of a not uncertain kind, known from the Crow's Nest Valley to Victoria, has made a statement which is evidently intended to discount the alarming effect upon the fortunes of the government of Captain Tatlow's resignation. This gentleman says he is authorized to state that the ex-Finance Minister was not given twenty minutes by the Premier to accept the railway policy or resign his position. The matter of the time given for consideration is not important. The significant thing is that Captain Tatlow, after pondering over the situation and its possibilities for one night, handed in his resignation the next morning. Mr. Fulton followed his example.

And the really important feature of the situation from the point of view of the public is that the only two members of the government against whom not a shadow of suspicion of self-interest can be raised, the two men best informed as to the financial resources of the province, retired from their positions rather than become parties to a deal which they believe from their experience will prove disastrous.

The example of Captain Tatlow and Mr. Fulton should not be without its effect when the electors of the province cast their ballots on Thursday next.

### A PALPABLE FAKE.

The Colonist says the statement of the Times that when Mr. Dan Mann came to Victoria with a railway agreement in his pocket he did not contemplate building a yard of railway on Vancouver Island "is simply untrue." This is not the first time the Times has been charged with untruthfulness by organs which have been guilty not only of offences against the moral law, but of infractions of the criminal law as well, in order to achieve a temporary triumph for their political friends and much material profit for themselves.

In regard to this matter of veracity, there is in this office, where it may be seen by any one, a plan filed with the Department of Railways and Canals at Ottawa by Messrs. Mackenzie & Mann. This drawing shows the proposed extension of the Canadian Northern system, to the coast. It shows a line projected from the British Columbia end of Yellowhead Pass to Vancouver. The line is marked so plainly that even the eyes of the veracious editor of the Colonist could not mistake it.

But the line is not marked beyond Vancouver. It does not extend to English Bluff. There is not even a dotted line to the bluff or upon any part of Vancouver Island. There is nothing to indicate a ferry connecting the bluff with any port, known or unknown, upon Vancouver Island.

The plan in question was filed on September 11, 1906, and approved by the Minister January 18, 1906. The company cannot change its line more than one mile from the location as marked except with the approval of the department. The department has not been asked to approve any change.

Taken in conjunction with the lack of knowledge Mr. Mann has displayed in regard to the geography of Vancouver Island, does not the above prove absolutely that when the Canadian Northern magnate came here he had no intention of building a yard of railway on the Island, that he has not changed his views, and that the Island part of the deal is merely a fake for the purpose of capturing the votes of the unthinking portion of the electorate?

### NOT OPPOSED TO RAILWAY CONSTRUCTION.

It is not the fact that the Liberal party is opposing railway construction in British Columbia. The Liberal party is advocating the encouragement of railway construction. It stands for the construction of railways because it realizes that the province cannot make progress unless avenues of communication with its now all but inaccessible parts be built. That has been the position of the party ever since it attained power at Ottawa. The wonderful development of business and industry in British Columbia during the past few years has been coincidental with the railway policy of the federal government. While that government has been active, the local government has been passive. Premier McBride has more than once made a special point of this passivity. He has indicated the progress that has been made as a reason why a provincial government was justified in having no railway policy. He has claimed that more mileage of railway has been built in the province during his regime than in all the years of the previous governments were offering inducements to railway companies to come in and possess the land.

Now he has shaken off his lethargy and suddenly comes forward with a startling railway policy—a policy so startling that one-third of his cabinet

refuses to accept it. And the people are told that because the Liberal party is in accord with the retiring ministers in their views that the members of that party are opposing railway construction.

The truth is that the Liberal party, while opposing the construction of a trunk line of railway upon terms so extraordinary, so extravagant, so outrageous (as the late Finance Minister terms it) as to cause the Conservative party to split in twain, advocates the very policy of the government of the prairie provinces which excites the unbounded admiration of its opponents in their vain attempts to justify the deal with the Canadian Northern Railway Company. The Liberal party stands for the construction of branch lines of road throughout the province because they will prove purely development roads, believing that it is the duty of the federal government and of the railway companies to attend to the business of providing trunk lines. There is no question as to the fact that the Canadian Northern Railway will build to the coast whether or not it receives a guarantee of bonds from the provincial government. If assistance be necessary to that end, let Messrs. Mackenzie & Mann apply to the Dominion government, and their application will be treated on its merits.

But this deal with Premier McBride is not a development road in a sense to warrant the shouldering of such enormous liabilities. The line will not be one exclusively for the advantage of British Columbia. It will be more for the general advantage of the Dominion; much more for the advantage of the prairie provinces, and very much more still for the advantage of Mackenzie & Mann and other parties to the deal. Let the government provide for the construction of branch lines, of real development roads, and the opposition does not oppose such a policy if it were based upon reasonable terms within the capacity of the province.

### THE CRISIS IN BRITAIN.

One news agency expresses the opinion that Premier Asquith will not ask for a dissolution of Parliament should the Lords reject the budget. It claims to have information to the effect that the King will be asked to create a sufficient number of Liberal peers to offset the Conservative majority in the so-called upper chamber.

We hardly think such a course is probable. It would not harmonize with the opinions which have already been expressed by some of the ministers. We should think the militant members of the government and of the Liberal party would be delighted at the opportunity the Lords have afforded them of putting to a final test a great constitutional issue involving one of the fundamental principles of responsible government. The House of Lords has been steadily mutilating or killing bills passed by the Asquith government for the amelioration of the condition of the masses of the people. But a week or two ago it threw out a measure designed to have all the elections in the city of London held in one day and to effectively establish the principle of "one man, one vote." If an unrepresentative chamber can persistently pass reform measures, then there is an end of responsible government in Great Britain until their Lordships have been taught a lesson. When the rebuke is administered it will be a sharp one. The Lords are defying the lightning.

The defence of this arrogant chamber is that they think the government is out of touch with popular sentiment and it is their prerogative to insist upon a test. Matters political have surely come to a pretty pass in Great Britain when a precedent is sought to be established that a Liberal government must appeal to the country whenever a Tory chamber of hereditary legislators, seven-eighths of whom never attend a session except when they are called there specially in defence of some passing privilege, think the occasion opportune.

We do not think the Asquith government will let such a splendid opportunity pass unimproved. The Lords have thrown down the gauntlet. It will be their own fault if they have given acceleration to a movement which can have but one result.

### THE RESERVE.

John Oliver as a candidate for the suffrages of the people of Victoria naturally takes an interest in questions affecting the present and the future status of the city. This is such an unusual attribute from the point of view of a McBride supporter that the Colonist cannot understand it and characterizes it as an "electioneering dodge." The characterization has reference to Mr. Oliver's scheme for the settlement of the Indian reserve question.

We are told that the Dominion government has muddled the whole thing from the beginning. One must go a long way back into the past to pick up the strands of that frayed cable. It dates from the birth of the political life of the province. Certainly the present Dominion government is the first administration that has seriously endeavored to reach a solution of the matter. There is little doubt that the

efforts put forth would have been crowned with success had not the McBride government, more intent upon making political capital for itself than serving the interests of Victoria, interposed obstacles which had the effect of creating inextricable confusion. First it raised the question of its reversionary rights, and then it passed an order in council bringing the city into the affair also with reversionary rights in a portion of the reserve. This suspicion and distrust were created in the minds of the Indians, who wondered what would be left for them after the claims of all the other parties had been satisfied. They could not be removed without their consent, and this consent they refused to give notwithstanding the liberality and the generosity of the proposals made by the representatives of the Dominion government. Would any white man secured by treaty in his possessions have acted differently under such circumstances?

The proposal of Mr. Oliver would clear away all the complications the provincial government has raised. It is a simple way of dealing with a very complex question. The reversionary rights to the reserve are in the provincial government. That government alone can give a title to the property in the reserve. Lacking title, a sale would be impossible. The Dominion government as the trustee of the Indians will raise no objection to the transfer and sale providing the tribe prove agreeable. There is little doubt that the Indians would be agreeable, seeing that they thoroughly understand the present intolerable conditions cannot be permitted to continue, provided they were guaranteed a fair market value for their property. It is the doubt which has been raised in their minds upon this point that has made them obdurate.

After stating his belief that the proposition of Mr. Oliver is merely an electioneering dodge, the Colonist submits a proposal on behalf of the McBride government which is practically the same as that of the leader of the opposition. It says if the Dominion government will undertake to secure the consent of the Indians to removal of the provincial government will on its part undertake to provide the funds for the purchase of the reserve, and re-sell it by public auction, leaving the question of the reversionary interest in the trust fund that may be created to be determined by the courts.

That is not an electioneering dodge, of course. But it looks very much like another attempt to adopt the policy of the opposition now that the obstructive tactics which have balked all attempts to solve the question have been exposed. It is not because the Dominion government was not ready to supply any funds that might be necessary that the Songhees are still upon their reserve but because money could not be applied while the Indians remained sullen and immovable—and their state of mind is directly due to the attitude of the McBride government.

If the opposition be returned to power, there will be a government at Ottawa and a government across James Bay acting in perfect harmony alike in the true interests of the Songhees and for the benefit of the city of Victoria, and all obstacles to the settlement of the reserve question will speedily be removed.

## NEW HATCHERY AT COWICHAN LAKE

SITE CHOSEN BY  
FISHERIES INSPECTOR

Herring Factory Being Built at  
Nanaimo and Number of  
New Salteries.

(From Thursday's Daily.)  
The site has been chosen for the new salmon hatchery to be established by the Dominion government at Cowichan Lake. It will be placed near the Riverside hotel, and the water will be brought from a small stream in the mountains behind. This was the news brought last night by E. G. Taylor, fisheries inspector for this district, who had just returned from that point after having chosen the site. The propagation of salmon will be conducted on a large scale and the result should be very beneficial to the canneries operating on the Coast.

Mr. Taylor also spoke of the growth of the herring industry at Nanaimo. A new factory is being built on the Newcastle peninsula where the fish will be cured in a number of different ways. Nine or ten new salteries will also be operated this year, and if the run is a good one it is probable that the pack will be very much larger than has ever been taken before.

### INJURED BY EXPLOSION.

Nelson, Nov. 16.—Stephen Walley, a young rancher living at East Robson, was brought to the Home hospital suffering from painful injuries, the result of a gunpowder explosion. From his story it appears that he was kneeling beside a sack of gunpowder when in some way it exploded. Just what happened he does not know. He was not smoking and had not used a match or fire of any kind in the neighborhood. His injuries consist of a badly lacerated leg and body.

—The Rebekah Lodge, I.O.O.F., are giving a social dance Tuesday, November 23rd, to all Odd Fellows and their friends. Ladies are to bring apron and necktie to match.

## IS RAILWAY POLICY A MOVE BY C. P. R.?

(Continued from page 1.)

was refused, another was forthcoming from the C. N. and it was accepted, it being believed that the C. N. was a real rival to the other line. But to-day the people of Manitoba are complaining that the relief they anticipated has not materialized.

In the light of these events, which I have cited merely to show that past occurrences justify the people of B. C. in not taking too much for granted when it is suggested that the C. N. will give them competition, I wish to point out a few things in connection with the present situation which would warrant caution in accepting at face value the policy now submitted by the premier.

What is the railway situation in B. C. to-day?

It is well known that the C. P. R. main line from the Kicking Horse to Vancouver is taxed to its fullest capacity. Before the lapse of four years the traffic will have become so great that relief must be sought in some quarter. The provision of a second line somewhere with better grades than the main line, to relieve this congestion, has been a live and urgent question with C. P. R. officials for some time.

Where do they intend to build?

A high official of the C. P. R. told me over two years ago that they had already decided the question, and that they proposed to extend from Edmonton through the Yellowhead and down the North Thompson to Kamloops and thence by the Fraser to Vancouver.

The very route now proposed to be followed by the Canadian Northern! In other words a rival line proposes to seize the route decided upon by the C. P. R., exact a heavy subsidy from the province of B. C. for doing so, parallel the existing line of the C. P. R. and make its terminus in the C. P. R.'s own city of Vancouver!

What a fierce fight the C. P. R. would certainly put up to such a project!

But are they?  
The recognized C. P. R. organ in B. C. is the Vancouver Province. It is supporting, not opposing, the railway policy, and the government which ratifies it.

Another pro-C. P. R. paper is the News Advertiser of Vancouver, although I do not suggest that its association with the C. P. R. is of a mercenary character. It also is supporting this policy.

When Mr. Mann was in Victoria completing his arrangement with Mr. McBride was his solicitor with him? He was here, excepting for a few days when his land commissioner was also in the city, alone, so far as C. N. officers were concerned.

But who was at his elbow, daily, and almost hourly? None other than E. P. Davis, K. C., chief counsel of the C. P. R. in this province. Mr. Mann is not versed in legal matters. The agreement which he signed was drawn by some one who was, and the name of the man who most probably drew the document I have already given.

Are the lobbies of the parliament buildings to-day haunted by C. P. R. men? Is that corporation fighting desperately against the return of Mr. McBride and his candidates? If not, why not?

Another fact should be remembered. A committee of the board of trade waited on Mr. McBride some time ago asking for some recognition of Vancouver Island in the rumored railway policy of the government.

On that occasion the premier told the committee practically what his railway policy was, namely that he proposed to subsidize the C. N. to come down the Fraser to Vancouver. He further added that he had had a long conference with Sir Thomas Shaughnessy, in which he had told Sir Thomas what he proposed to do. He was then waiting, he said, to complete the matter with Mr. Mann, whom he expected the next month.

To be concise the premier decided upon a contract with Mr. Mann before he had met Mr. Mann, but after he had seen Sir Thomas Shaughnessy!

It may be urged, what object would the C. P. R. have in playing their game through another road, instead of directly?

I do not think anyone who has studied the situation carefully needs an answer to that query. If the C. P. R. to-morrow applied to this province for a heavy subsidy to double track its main line with four-tenths grades they would be laughed at by the electorate?

If, however, the province can be duped into granting such a subsidy to a line which will eventually fall into the lap of the C. P. R., the latter would not raise any objection. And is it not a fact that they are raising no objection?

But could such a transfer be effected?

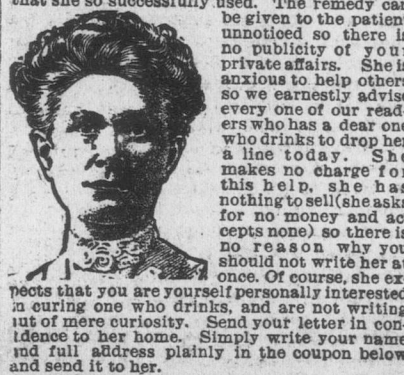
A government organ a few days ago published a sketch of Messrs. Mackenzie & Mann, in which the statement was made that they controlled every share of the common stock of the

## Is Your Husband a Drunkard

Is Your Father a Drinking Man?  
Is Your Son on the Downward Way?

YOU CAN SAVE HIM  
Write to This Woman  
To-Day

She cured her husband, her brother and several of her neighbors, and now she generously offers to tell you of the simple, inexpensive remedy that she so successfully used. The remedy can be given to the patient unnoticed so there is no publicity of your private affairs. She is anxious to help others so we earnestly advise every one of our readers who has a dear one who drinks to drop her a line today. She makes no charge for this help, she has nothing to sell, she asks for no money and accepts none, so there is no reason why you should not write her at once. Of course, she should not write her at once. Of course, she should not write her at once. Of course, she should not write her at once.



MRS. MARGARET ANDERSON,  
Home Avenue, Hillburn, N. Y.  
Please tell me about the remedy you used to cure your husband, as I am personally interested in one who drinks.

Name.....  
Address.....

company. What does this mean? Simply that as the voting power lies, not with the bonds, but with the common stock, that the moment the C. N. is completed to the coast that Mackenzie & Mann have in their own hands the instrument wherewith their line can be transferred, en bloc, to the older road.

Nor does such an eventuality seem at all unlikely. I have long held the view that just as soon as Mackenzie & Mann had completed their construction work, under liberal subsidies, and it became necessary to operate their line as a carrier of commercial business, and not be able longer to swell earnings from the carriage of their own material and men which was charged back to construction account, that they would be pinched between the other two great systems, the C. P. R. and the G. T. R., or the G. T. P., which have wide connections throughout the east and which are what the C. N. is not, real transcontinental roads.

I have only a word or two to add, and it has special reference to the withdrawal from the government of Hon. Mr. Tatlow, the Finance Minister, and of Hon. Mr. Fulton, Minister of Public Works.

A rumor, which I cannot help thinking was sedulously fostered by government men, has been circulated to the effect that the retirement of these two gentlemen was due to C. P. R. pressure. The inference being that they were in some way under C. P. R. control. In a former letter I tried to show how improbable this was. Later events have proven, circumstantially, that it was a pure slander. The C. P. R. organs would certainly not support a government, from which the C. P. R. had withdrawn its support. Nor even adopting the premises of government supporters, would it be characteristic C. P. R. tactics to cause the withdrawal of its friends from a Ministry in which they could be of such service to that corporation.

The incident of their retirement has been now stated in public, presumably with their permission, so I may refer to it. The conduct of the premier in throwing a contract, which he had permitted none of his old colleagues to see, on the table, with the declaration that they could take it or leave it, was not characteristic of Mr. McBride. He undoubtedly had an object in doing it, and with men of the temperament of Capt. Tatlow that object was sure of attainment. He evidently intended by the adoption of a high handed and arbitrary course to drive out of the Ministry the men whom he knew would not stand for such a contract. In the seat worthily occupied for years by Capt. Tatlow, he has placed a man of the type of Mr. Bowser, who, from his own speeches, evidently intends to be as reckless in matters of finance as he is in his public statements.

Back of that incident, also, stands the sinister situation of R. F. Green, ex-Chief Commissioner, who left office under circumstances which need not be recalled, acting in the dual capacity of representative in B. C. of Mackenzie & Mann, and president of the Victoria Conservative association, and the real organizer of the ministerial forces in B. C. Does any one suggest that the details withheld from the responsible Ministers already mentioned were not fully known to Mr. Green, and is the fact a reassuring one?

Is it not also a fair inference that the reason why the alleged "agreement" with Mr. Mann was published, signed only by Mr. Mann, and not by Mr. McBride, was because the premier dare not call his cabinet together and reveal to them its contents?

## NO COMPROMISE, LIBERAL SLOGAN

CABINET WILL NOT  
NEGOTIATE WITH LORDS

Mr. Balfour Declares Tariff Reform Only Alternative to Budget.

London, Nov. 18.—Walter Runciman, president of the board of education, speaking at Hull last night, made the important announcement in behalf of the government that it would refuse to entertain any negotiations or compromise with the peers over the budget.

A striking point in Mr. Balfour's speech at a great meeting at Manchester last night was the admission that tariff reform was the only alternative to Chancellor Lloyd George's budget, an important admission, which seems to indicate that the leader of the opposition in the House of Commons had at last been won over to acceptance of tariff reform as a plank in the Unionist platform. The rest of the speech was mainly a repetition of Mr. Balfour's denunciation of the budget, which has figured in previous Unionist speeches, and a special appeal to his audience that they would be specially benefited by the cotton industry, which was seriously threatened by European, American and Japanese competition, and the growing difficulty of obtaining sufficient supplies of raw material. Mr. Balfour contended that German and American prosperity had grown up contemporaneously with the imposition of high protective duties. He urged that the country's institutions if the House of Lords were deprived of power to say that some matters were so grave as to necessitate an appeal to the people, and he asserted that the function of the second chamber was to see that the government of the country was a popular government. Mr. Balfour further said that he would not touch tariff reform "if it were to reduce the ordinary cost of living of the working classes."

"The Liberals in the election campaign will evidently concentrate their whole attack on the House of Lords, in which they will have the energetic assistance of the Irish party, John E. Redmond, leader of the Irish party, speaking in Dublin last night, declared that they refused to throw themselves into the arms of the tariff reformers to back up the House of Lords, Ireland's deadly enemies. The Nationalists had long wanted to strike a blow at the Lords.

The Daily News calls the action of the Lords the heinous political crime of the century, in which democracy has caught up even Islam in its sweep, and which sees Lansdowne and Balfour attempting to convert the mother of democracies into an oligarchy.

Lloyd George, says the radical Morning Leader, alone stands between the country and revolution.

The Unionist press was more restrained, awaiting Mr. Balfour's battle call at Manchester. However, they laugh at radical talk of flouting the democracy because the very words of the Lansdowne amendment show it is to the people that the Lords appeal. If the people accept it the budget will pass, the Lords standing aside.

The Times argues that it is the Lords who are modest and democratic, the Liberals who are arrogant and oligarchic. The Lords' very reason for existence is to give the country time to reflect upon the acts of a chance majority in the Commons. The Standard and Morning Post also warmly approve the Lansdowne amendment.

One privy councillor said yesterday to be prepared for a possible general election early in December. He thinks George's belief that delay only cools public fervor for the Budget, and when the Commons meets next week will announce the decision. In any case an election is now certain within three months.

Meanwhile, Mr. Pease, chief Liberal whip, yesterday made overtures to Keir Hardie's socialist organization to unite in fighting for the budget against the Liberal vote, as in Bermondsey. If they persist in placing socialist candidates in radical constituencies, Mr. Pease threatens that the radicals will put up candidates in constituencies now held by laborites and socialists.

## Cure That Cough

Very unwise to let a cough run on because frequent coughing increases irritation in the bronchial passages.

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