The Colonist.

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PERCIVAL B. BROWN, Manager.

THE DAILY COLONIST.

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

One year $6 00
Six months 3 00

THE SEMI-WEEKLY COLONIST.

One year $1 50
Six months 75
Three months 40

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NOTICE TO ADVERTISERS.

All new advertisements and changes of advertising, to ensure their being inserted should be handed in to the business office not later than 6 p. m. Advertising will be accepted up to 8 p. m. at the business office, but insertion cannot be guaranteed. For urgent advertising after 8 p. m., consult the Night Editor.

THE MEMORIAL.

The proposed Paardeberg Gate, so far as we have observed, has been received with universal approval. The Times thinks it will be adopted by the citizens, and there appears to be little room for doubt on that score. It is important, however, that there should be a large meeting to-night in the City Hall, so that the memorial project may have the impetus which comes from an enthusiastic beginning.

Considerable money will be called for to carry out the proposal, and perhaps less will be needed for that recommended by the committee than for any other suitable memorial. The subscription ought to be as general as possible, and the citizens ought to understand that it is something in which all are alike interested. Nor should the interest be confined to Victoria. We hope as many of our Esquimalt friends, as well as other residents from outside the city, will make an effort to be on hand at the meeting. It is too much, of course, to expect that persons from a distance can be present, but we take this opportunity to say that the people of Victoria will heartily welcome the co-operation of people everywhere who would like to testify their appreciation of the patriotic action of the members of the First Contingent, as well as of the principle established by the volunteering of our boys to serve the Empire in South Africa.

THE CHRISTMAS TRADE.

The business houses of Victoria, which cater for Christmas trade, never presented a more attractive appearance than they do this year. Indeed, many of them would be considered noteworthy in the character of the goods displayed and the taste exhibited in decoration in cities of much greater pretensions. This is an excellent sign. The business men have their fingers on the pulse of the community, and we may feel sure that they believe trade can be secured or they would not make such exceptional showings. The truth is that business here is very buoyant, and everyone looks forward to the future with a great deal of hopefulness. The whole community seems impressed with the idea that Vancouver Island is on the eve of a prosperous season. Then people feel fairly easy financially because of the prosperity experienced during the past twelvemonth. Victoria got a hard blow during the smallpox epidemic, and it was only beginning to recover from it when the Klondike rush began. This greatly accelerated the recovery, and the result of better times is reflected in the display of Christmas goods and the freedom with which people are buying. The newspaper columns show the feeling of the mercantile community. We do not suppose there ever was as much purely mercantile advertising in the papers of this city as during the last month or two.

THE MEEK AND LOWLY HEN.

No poet has yet arisen to sing the glories of the hen, but this is perhaps due to the fact that this useful bird does her laying for herself. Dr. Watts, or some other hymn writer, speaks of the moon "taking up her wondrous lay," but the Queen of night simply is not in it with the Queen of the barnyard, and the beauty of the latter is that she lets other people take up her lay. This train of thought is suggested by the statement in the London Times to the effect that the number of eggs imported into the British Isles in ten months runs up in the billions. The string of figures would convey no particular idea to any one, but it may ben mentioned that the eggs, if laid end to end, would reach twice around the world. This is only the importation for ten months, and in addition to this tremendous quantity, there is the home product to be taken into account, which must vastly exceed the importations. The Canadian biddy is working over time, but she is not able to keep pace with the demand for her products. She produces enough and more than enough, but they are not properly distributed. Thus there are 466,832 dozen eggs imported into Canada during the last fiscal year, of which 282,744 dozens came to British Columbia and 118,242 went to the Yukon. Allowing ten dozen as an average yield for each hen, this means that the British Columbia and northern market call for the annual product of over 40,000 hens. But in this matter, as in some others, the East gets the better of us, for there were exported from Canada last year nearly 10,000,000 dozen of eggs, which means that fully a round million hens were doing their share towards swelling the volume of trade in our favor. The place of the meek and lowly hen in domestic and political economy has never been fully appreciated. But this much is obvious from the above figures, namely, that no one need hesitate about going into the egg producing business in this province for fear of overstocking the market. Indeed, it seems to be a line that is very far from being fully supplied, and there is no one line of food product which can be more largely used with better effect upon the health of the public.

THE PROVINCE SLANDER.

Rev. J. C. Speer ought to remember that half a truth is worse than an out-and-out falsehood. In his paper on "The Religious Outlook in Western Canada," read before the Toronto Ministerial Association, he makes some statements about this province which he cannot possibly substantiate. His reference to the people whom he calls "the mushroom aristocracy," are absolutely without warrant, for there is no class in the province setting up to be "landed gentry" who "can't grow enough on the land to feed a superannuated goat." Neither is there any class here who hate Canadians. It is also untrue that the sailors of Her Majesty's navy are a menace to morality. They are not nearly as disorderly as seamen in the merchant marine, and do not, except in a very slight degree, interfere with the peace and quiet of the community. Very rarely some of them may be disorderly, but they are always promptly looked after. There is a Sabbath observance here, though Mr. Speer says there is not. Doubtless there might be more of it, but as compared with the Western States, the Sunday laws are well observed. Nor is it true that the papers do not take a stand against the social evil, and Mr. Speer knows that it is not true. He speaks of a British Columbia paper having advocated clean government and having lost all its advertisements in a week. He should have named the paper, for no one here ever heard of it. Mr. Speer had a good word for the Chinese, and says that the unsanitary nature of their quarters is due to the civic authorities.

Mr. Speer may lament the lack of religious progress in the west, but if he is correctly reported he has shown that he himself needs to make a little progress of that kind himself. His paper makes the province appear unfit to live in and is a gross slander.

THE ROAD QUESTION.

The delegates elected by the local Good Roads Association were in session Tuesday in this city and the discussions were very interesting. Of course there was no difference of opinion as to the value of good roads to the community, but there was some as to the best way to make the Association efficient. The question is not free from difficulty, and the experience of other localities is not a very good guide. British Columbia is exceptional in many ways. Its dimensions are enormous. For the most part settlement is sparse. Many settlements are isolated. Not only are highways needed but in many cases trails are even more essential. There we have localities where municipal councils collect and expend the road money, and others where the Department of Public Works has charge of the whole subject, the money being paid out of the public treasury. In this province trunk roads mean more than they do almost anywhere else in Canada; yet trunk roads may be of little service without by-roads. In most parts of Eastern Canada a system of expenditure and method of road construction applicable to one locality suits every other locality equally as well. Here there are various considerations to be taken into account, and many of them are radically different from the others. It is perhaps correct to say that in no part of the Dominion is the road question surrounded with greater or a greater variety of difficulties than here, and for this reason is no easy matter to say just what a Good Roads Association ought to try to accomplish. Mr. Deane, the president of the Association, suggested that its efforts ought to be chiefly in an educative line, and perhaps this is about its most useful scope at the present time.

The ultimate object of the movement is the taking of road building wholly out of politics and the handling of the whole matter by some responsible organization, which, though accountable to the government and legislature, will not be political in its constitution and tenure of office. Just how this can be reached is the open question, and there are and will continue to be wide differences of opinion upon it. Possibly it is best to apply at once to the whole province the system of local government, and entrust the local organizations with the control of the road money, subject to a certain degree of governmental supervision. Perhaps it is too soon to think of organizing the whole province on the lines found suitable in more thickly settled and smaller jurisdictions. Perhaps the true solution for the time being is to create a permanent road bureau, with a practical man in charge, who shall report to the Minister of Public Works, and shall not be removable except for cause to be stated to the legislature. We are all familiar with the influences which pervert road-building from useful channels in too many cases. A candidate makes promises during his canvass, and tries to carry them out after he is elected. He tries to keep his supporters together by a judicious distribution of patronage and the road money is the largest source of patronage. It is not in human nature to resist the temptation thus offered to employ public money with an eye, in part at least, to turning the expenditure to political advantage.

The government that takes up this question and offers something like a practical solution of it will confer a lasting obligation upon the province, and we believe would find the members of the legislature ready to assist in perfecting and carrying such a measure into effect. Every member would be very glad to be relieved of the responsibility of supervising road expenditures. Members would of course be consulted as to the wants of their constituencies in a general way, but there would be an end of of the apportioning of the road money between minor subdivisions and political henchmen. If a permanent bureau were established the object of the person in charge would be to use the money economically, so as to make the best possible showing in his own interest. It would also be possible for road construction to be carried on according to some regular plan, and for repairing to be done systematically. We think the advantages of a permanent road bureau are very great, and while not losing sight of the importance of considering how far the system of local government can be extended to the province, we urge the government to take into its serious consideration the establishment of such a branch of the public service.

TRAILS NEEDED.

A Colonist representative who has been visiting different parts of Vancouver Island in connection wth our New Year's edition, says that strong representations were made to him as to the necessity of pack trails being made by the government at several points from the coast to the inland waterways. At present it is a very difficult matter for a prospector to get into the interior of the island. The growth is exceedingly heavy and the watercourses are difficult to cross. On some of the mountain ranges it is exceedingly difficult to get pack animals along. So great are the obstacles to travel, that many localities have remained unprospected. The suggestion has been made that the government should select one or more points, and build good pack trails to the large lakes lying in the centre of the island, so that prospectors can take supplies in on pack animals and use the waterways for moving from place to place. We suppose this is true of other parts of the province.

This suggestion comes from practical men, and is not merely the notion of a stay-at-home. The gentleman specially responsible for it probably knows more of Vancouver Island than any other person, and he is himself a practical man, who has had to contend very frequently with the very difficulties which he is anxious to overcome.

SONG BIRDS.

The Central Farmers' Institute has passed a resolution recommending the government to give the necessary aid towards the importation of a number of song birds. The object of the importation is not simply to provide feathered songsters to delight the ear, but to secure allies of fruit growers in the extermination of noxious insects. The Colonist has already referred to this subject and has reason to think that its views upon it meet with the approval of most of the ministers. It is quite sure that people generally would like to see an effort made to bring a number of singing birds into the province.

We suppose if anything of this kind is undertaken the plan adopted will be to establish at one, two or three points in the province aviaries where the imported birds and a portion of their young can be kept, a number of the young birds being turned loose yearly until all danger of their extermination has been removed or the experiment has been demonstrated a failure. We have very little fear on the latter point. Just now it occurs to us that there should be two aviaries on the island and two in the Fraser valley, but possibly so many would not be needed. We make the suggestion only that it may receive consideration.

WHITE HORSE COPPER.

A smelter test of copper ore from the mines in the vicinity of White Horse gave 46 per cent. copper, 11 ounces of silver and $2 in gold, or a total value of $165. Presumably a smelter test would not be of selected ore, as the person having it would naturally wish to know what smelting as a commercial proposition would realize. The known area of the copper belt is fourteen miles long and two miles wide, and it seems uniformly rich. Considerable development work has been done. On one mine, the Pueblo, at a depth of 60 feet there is a crosscut of 116 feet in solid ore, and the walls have not been reached.

The discovery of coal in this neighborhood is of very great interest in this connection. There seems to be no doubt as to the quantity of the coal, and reports as to quality are satisfactory. This leads the people of White Horse to anticipate the erection of a smelter at an early day, and if the extent and richness of the mines is as great as is now thought, there will be several smelters and a town will grow up there that will equal Butte in importance. The mines are reached by an excellent winter road, and the White Horse & Yukon railway has in contemplation the building of a spur from White Horse to reach the copper belt. The extent of the copper-bearing country has not been ascertained. It may be much greater than is above stated.

Rheumatism in all its forms is promptly and permanently cured by Hood's Sarsaparilla, which neutralizes acidity of the blood.

AN IMPORTANT SPEECH.

At the banquet given in Toronto to Mr. Sifton, Sir Wilfrid Laurier made a speech in the course of which he dealt with a subject of immediate interest to the people of British Columbia. Necessarily in treating of the career of the Minister of the Interior, he referred to recent developments in the Yukon, and gave a brief sketch of railway construction in that part of the continent. He spoke first of the granting in 1897 of the charter for the construction of what is known as the White Pass & Yukon railway. He said that this charter was passed unanimously and really received no attention, because no one knew what the Yukon meant at that time, but he declared that the charter would not have been granted a year later, after the attention of the people had been drawn to the richness of the northern gold fields. When it became necessary to provide the Yukon with connection with the outside world "unfortunately that charter was there." These are the Premier's words, and he said that he used the word "unfortunately" because the charter provided for a railway from a point in disputed territory in the possession of the United States. If it had not been for the existence of that charter he said we would now have a railway to the Yukon across Canadian territory provided the Stikine-Teslin bill had been passed by the Senate. It is not necessary to quote what he said upon controversial questions, and so we will pass over his characterization of the action of the Senate, and simply point out that he holds the view that the construction of railways from points in the possession of the United States, although in disputed territory, is certain to render the settlement of the boundary question more difficult because it gives the United States special cause for desiring to maintain the occupation of the coast.

The irresistible inference from this is that no more companies will be chartered by Parliament to build lines from coast points to the Yukon unless the sea terminal is in territory unquestionably a part of Canada. It would also seem to follow logically that it will be useless for the provincial legislature to grant any such charters. It is well that public attention should be directed to this subject at the earliest possible day. The legislature is likely to be asked to incorporate several companies having the construction of such railways as their object. At the last session the government declared its policy to be not to allow any such charters to pass. There ought to be an early announcement on the subject, so as to save intending applicants trouble and expense and prevent the railway committee from wasting its time in the discussion of projects which cannot possibly materialize. It seems almost certain from what Sir Wilfrid Laurier has said that it will be useless for people to take a charter from the local house, even if that body were disposed to grant it, and the Lieutenant-Governor should be advised by his advisers to assent to it, because it would be promptly disallowed at Ottawa. We do not wish any one to think that this article is written in a spirit of hostility to any proposal that may be made to the House. It is chiefly intended to let all promoters of projects of the kind mentioned know the apparent futility of such applications. We suggest to the local government that it is desirable to ascertain the intentions of the federal government in this matter quite definitely, so that an early and final announcement may be made as to what the policy will be followed at the next session of the legislature.

WEEKLY WEATHER SYNOPSIS.

Meteorological Office,
Victoria, Dec. 12 to 18.

The week has been especially noticeable for a succession of strong winds and gales from the east and south, the government steamer Quadra, which has just returned from an extended trip, is reported to have experienced very rough and stormy weather, especially during the last week of her journeyings.

At the commencement of the week there were indications of an area of low barometric pressure approaching the Vancouver Island coast. This storm area developed on the 12th, causing strong easterly winds and heavy rainfall over Washington, Oregon and the lower Mainland. On the 13th this storm had rapidly traversed the province, crossed the Rockies and centred in Alberta, while another storm centre had covered Vancouver Island, the barometer falling to 29.48 inches and the wind attaining an hourly velocity of 37 miles. On the 14th, the storm area still further developed, and an extensive disturbance appeared on the Washington coast, and moving south, travelled rapidly to California, where heavy gales and winds of over 48 miles an hour, accompanied by excessive rain, caused great damage. By Friday night another widespread storm had centred over British Columbia, the barometer falling to 29.30 inches, both here and at Barkerville, with light snow falling at the latter place. On Saturday morning the storm had increased and from northern Oregon to the upper part of the province a southeasterly gale set in. Storm warnings were displayed here at an early hour; at 10 a.m. the wind had reached 34 miles an hour; this continued during the day until between 10 p.m. and midnight; hourly velocities were registered on the wind instrument at this station of 50 miles, with gusts at frequent intervals of 50 to 60 miles an hour. It was in this terrible gale that the steamship Alpha foundered on Saturday night off Yellow Rock lighthouse. This storm was general over the Gulf and Sound and down the Straits and Coast as far as the Columbia river. The storm continued through most of Sunday, hourly velocities of 32 miles being recorded from 4 to 5 p.m., reaching 35 miles an hour. Storm signals were again displayed here for an easterly gale. On Tuesday, the storm increased on the Washington coast, the wind registering 30 miles an hour, and continuing through the night. Temperatures generally in this district have been mild and the rainfall not excessive. In the Northwest and Manitoba the weather has been chiefly fair during the week. A very high barometer prevailed for the first few days in the eastern part, reaching to 30.74 inches, and a cold wave set in, with temperatures falling to 24 degrees below zero; this passed away, and more moderate weather prevailed.

At Victoria, only 2 hours and 12 minutes of bright sunshine were registered, 6 days being completely clouded. The rainfall was .61 inch. Highest temperature, 54.9, on the 18th; lowest, 42, on the 11th, 15th and 18th. Three thousand and thirty-seven miles of wind were registered on the anemometer at this station during the week, chiefly from the southeast.

Westminster reports rainfall, 3.74 inches. Highest temperature, 48, on the 16th; lowest, 32, on the 13th.

Kamloops reports rain, .19 inch. Highest temperature, 52, on the 16th; lowest, 32, on the 13th.

Barkerville reports precipitation, .02 (snow). Highest temperature, 36, on the 12th; lowest, 2, on the 13th.

WRECKS.

The statement has been made to the Colonist that there are not as many inquiries into marine disasters and accidents on this Coast as there ought to be. There has been a good deal of talk about this since the wreck of the Alpha. We do not wish to reflect upon any one, and mention this only that if it is true, there may be a change, and if it is not true, that it may be contradicted. Certain it is that, while there may have been quite a number of marine accidents more or less serious, we have not been called upon to report nearly as many inquiries in the columns of this paper.

In the case of the Alpha we assume there will be an investigation. It will not bring back the poor fellows who were lost, and there will be no possibility of punishing any one, if there is ground to do so on the score of negligence, for the responsible people went to their death in the wreck; but it is right that the public should know if the loss of the ship and nine of her crew came within the list of preventible accidents. It is freely stated that the ship should not have been near the Yellow Island light, but should have kept out in the Gulf of Georgia—that to make for Baynes Sound in a dark night was a great error in seamanship.

It is better that we should not say anything more than this, out of regard for the men who had to bear the consequences of their error, if they made one, but we hope to see, not only this disaster fully investigated, but a closer scrutiny kept of all accidents on the sea in this neighborhood.

It is alleged that polygamy is now openly practised in Utah, Idaho, New Mexico, Nevada and Colorado. This, coupled with the lax divorce laws, is calculated to create serious social problems in the United States.

FOR SALE—A few milch cows. For particulars and price, J. Dougan, Cobble Hill, B.C. d19

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session, for an Act to consolidate certain mining leases of ground situated in and around Trond Gulch, Atlin District of British Columbia, and more particularly known as the "Gem," "Lampman," "Will o' the Wisp," "Engelhardt," "Gordon," "Cousin Jack," "Lancashire Lad," "Louise," "Pure Gold," "Ida," "Clifford," and "Only Chance," together with other adjoining or adjacent properties, that may hereafter be acquired by the applicants into one holding with a demise thereof from the Crown, for a period of 25 years from the final passage of the Act, with a right of renewal for a further period of 25 years, and that the water privileges and easements now held or hereafter acquired by the applicants, and in particular, the right of diverting and using 2,500 miners' inches from 4th July Creek, 5,000 miners' inches from Surprise Lake and 900 miners' inches from Moose and Elk Lakes, be held, employed and enjoyed as appurtenant to the whole or any part of the above holdings; and to confirm to the applicants and their assigns solely and with all other usual, necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

Solicitors for the Applicants.
HUNTER & OLIVER.

NOTICE is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia, at its next session, for an Act amending section 11 of the "Kamloops and Atlin Railway Act, 1900," by striking out the word "twenty" in the seventh line thereof, and substituting in lieu thereof the word "fifty."

Dated at Victoria, B. C., this 13th day of December, A. D. 1900.

BODWELL & DUFF,
Solicitors for the applicants.

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

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

BODWELL & DUFF,
Solicitors for the Applicants.

NOTICE

In response to a requisition signed by ten members, a Special Meeting of the British Columbia Agricultural Association will be holden at the Council Chamber, at the City Hall, in the City of Victoria, on Thursday, the 27th day of December, 1900, for the purpose of electing officers and such other business as may be considered necessary, and to arrange for an Agricultural and Industrial Exhibition at Victoria in September next.

N. B.—Only those who have paid the membership fee shall be eligible for office and entitled to vote at this meeting.

Dated the 11th day of December, 1900.

W. F. BEST, Secretary.

FOR SALE—Sheep farm, 320 acres. Address "Farm," Colonist office. d21

Volunteers' Memorial

Public Meeting Endorses the Proposal to Erect Paardeberg Gate.

Sir Henri Joly Heads the List of Subscribers—Committee Appointed.

The citizens have endorsed the idea of erecting an ornamental gate on the water-front on Belleville street, directly opposite the main entrance to the parliament buildings, to commemorate the bravery of those Victorians who volunteered for service in South Africa, and those who gave up their lives. The Paardeberg Gate proposal, as explained and illustrated in last Sunday's Colonist, was unanimously adopted by the public meeting Tuesday evening after it had been duly criticized and the critics answered by the members of the committee who proposed it. A committee was appointed to raise the necessary funds and arrange for carrying out the work. The amount required for the gate itself is $15,000, and for the walls on either side an additional $10,000. As a starter for the fund, Sir Henri Joly, lieutenant-governor, last evening sent his check for $100, and Mr. F. M. Rattenbury, the architect, who first proposed the gate and prepared the design, offered his services free of charge in carrying out the work.

Mayor Hayward occupied the chair, Mr. H. M. Grahame acted as secretary, and there was a representative gathering of business and professional men present. The Lieutenant-Governor, Lt.-Col. Gregory and Mr. B. W. Pearse sent letters of regret at their inability to attend, at the same time endorsing the design for the gate.

Mayor Hayward read the report of the general committee, submitting the reports of the sub-committees, which have already been published. The general committee's report follows:

Ladies and Gentlemen:—In dealing with the matter of providing a suitable memorial of the volunteers who took part in the South African war, your general committee appointed by you at a public meeting held on November 21 last, deemed it advisable to appoint sub-committees to institute inquiries and gather information in respect of those suggestions which seemed to possess the most merit.

Accordingly the following sub-committees were appointed, namely:

1. A sub-committee to interview the authorities of the Provincial Royal Jubilee Hospital, with the view of ascertaining whether it was feasible or not to provide some appurtenance to the hospital, which would stand for, and be of service as, a lasting memorial.

2. A second sub-committee was appointed to report as to the desirability and cost of erecting an infirmary.

3. A third sub-committee was appointed and asked to report upon the cost of a memorial of a monumental character.

Sub-committees No. 2 and 3 have reported, and their reports are herewith submitted for your consideration.

Hon. J. H. Turner moved as follows: Resolved, That the report of the general committee be received and filed and that the recommendation of sub-committee No. 3, that the proposed memorial take the form of a substantial and ornamental stone structure, to be erected on the waterfront on Belleville street, to be known as the "Paardeberg Gate," be adopted.

Mr. Turner spoke at some length on the patriotism and heroism of those who volunteered for service in South Africa, and the example they had set the rising generation. He heartily endorsed the proposal of the committee, the proposed gate being of an eminently monumental character, the purpose of which could not be mistaken. It was useful and at the same time a thing of beauty and suited to the surroundings. Monuments, he said, had proved failures in all parts of the world. He suggested that it be made a provincial affair—a monument to all the volunteers from British Columbia—in which case subscriptions would be received from all over the province. The capital, he said, was the place for such a monument.

Hon. Mr. Justice Martin seconded the resolution, referring to the excellence of the design and the fact that Canadians, who had proved in past years that they could defend their homes, and at Paardeberg that they could defend the homes of others.

Lieut.-Col. Wolfenden did not fall in with the idea of the gate, preferring an arch at the south end of James Bay bridge, surmounted by a statue of Her Majesty.

Mr. Joseph Pierson thought the monument should be provincial, and that it should take the form of an arch at the entrance to the parliament buildings grounds.

Mr. S. P. Mills, Q. C., pointed out that the committee was a purely civic one. If the government desired to erect a provincial monument let them do so.

Rev. Canon Beanlands, for the committee, fully explained the design, stating that it had been prepared by Mr. Rattenbury, the architect for the parliament buildings, and was made to harmonize with the buildings. He had also offered his services in carrying out the design. (Applause.) Canon Beanlands said an arch, to be an ornament, would have to be of massive proportions, and would cost a great deal more than the gate. It had often been said, too, that it was like erecting a door without a building. Everybody would like to see a statue of Her Majesty erected, and the committee could give the government no better advice than that they erect one. But he thought it was far too costly an undertaking for the citizens. A block of marble large enough for a statue would cost $5,000 in its raw state. The proposed gate would be seen by everyone crossing James Bay bridge. All the names of those volunteering would be inscribed on it, besides the names Victoria and Paardeberg, while the has relief would represent Sergeant Scott leading his men at the battle which brought fame to the Canadian volunteers.

In answer to Mr. Turner, Canon Beanlands said the size of the bas relief would depend upon the amount subscribed.

Ald. Beckwith wanted to delay action for a large meeting, and added that he had been told that the gate and walls could not be built for $25,000.

Bishop Perrin deprecated any further delay. All had had time to consider the design, which, he thought, was an excellent one. Of course, if it was to be a provincial concern, that would alter the matter, but he did not think the other cities would agree to this.

Mr. Gordon Hunter said if it was made a provincial concern, the government might be asked to aid it. Arches were out of date, while the proposed gate was something new.

Mr. A. L. Belyea thought that if the citizens erected the gate, the city and government should erect the wall on either side of it.

Mayor Hayward said the cost had been carefully considered, and he was of opinion that Mr. Rattenbury's estimate was a liberal one.

Rev. E. S. Rowe spoke in favor of the design, and the motion was then put and carried unanimously.

The following resolution, moved by Richard Hall, M.P.P., and seconded by Mr. C. H. Lugrin, was passed:

Resolved, That the following be and are hereby appointed and constituted a special committee (with power to add to their number) to carry into effect the foregoing resolution, viz.:

His Honor the Lieutenant-Governor, the Mayor and Aldermen, Senator W. J. Macdonald, Senator William Templeman, Rt. Rev. Bishop Perrin, Rt. Rev. Bishop Orth, Rt. Rev. Bishop Cridge, Hon. Premier Dunsmuir, Hon. J. H. Turner, M.P.P., H. D. Helmcken, Q.C., M.P.P., A. E. McPhillips, M.P.P., Richard Hall, M.P.P., E. Crow Baker, H. M. Grahame, Rev. Canon Beanlands, Rev. E. S. Rowe, Dr. Ernest Hall, Rev. W. L. Clay, Ridgway Wilson, C. H. Lugrin, George Jeeves, H. Cuthbert, S. Perry Mills, Q.C., F. M. Rattenbury, Major B. Williams, W. J. Hanna, W. H. Price, D. R. Ker, James Baker, Rev. P. Jenns, Col. F. B. Gregory, Hon. E. G. Prior, M.P., Thomas Earle, M.P., Thomas Deasy, John Lagrey, W. J. Pendray, David Spencer, Noah Shakespeare, W. H. Bone, W. A. Ward, Wm. Munsie, A. W. Jones, F. B. Pemberton, B. W. Pearse, Capt. Royds, Herbert Kent, C. H. Arundell, R. Seabrook, A. L. Belyea, C. E. Redfern.

On motion, the Mayor was appointed permanent chairman, Mr. E. C. Baker treasurer, and Mr. H. M. Grahame secretary.

Votes of thanks having been passed to Mr. Rattenbury, for his generous offer; the committee; Sir Henri Joly, for his subscription; and the Mayor, for presiding, the meeting adjourned.

Americans are known as a dyspeptic people. The extent of this disease may be inferred from the multitude of so-called "medicines" offered as a remedy. They are often in tablet form and have no value except as palliatives of the immediate effects of dyspepsia. The man who used them may feel better but is surely getting worse. They do not touch the real cause of the disease. Dr. Pierce's Golden Medical Discovery is a medicine specially prepared to cure diseases of the stomach and organs of digestion and nutrition. It is not made to give temporary relief but to effect permanent cure. In ninety-eight cases out of every hundred it cures perfectly and permanently.

It has cost Dr. Pierce $25,000 to give away in the last year the copies of his People's Common Sense Medical Adviser, which have been applied for. This book of 1,008 pages is sent free on receipt of 31 one-cent stamps to pay expense of mailing and customs. Address Dr. R. V. Pierce, Buffalo, N. Y.

NOTICE—WILLIAM BROWN, fourth son of the late Reverend George Brown of Longhaven, in the County of Aberdeen, Scotland, is requested to communicate forthwith with the undersigned, and learn of the great advantage arising to him on his father's recent death.

William Brown left home for Canada in 1884; went to Hillview Farm, Carrick, Ontario; was in 1885 at Port Huron, Michigan; in 1886 worked on Railway at Denver, and in the Dallas district of Texas; in 1886 at Saltillo, Mexico, Rock Springs in Wyoming, at Wallula in Washington Territory, and in 1888-89 was residing at Bellevue, Bakersville, Kern County, California, and was heard of when working in the employment of Messrs. Hazan & Carr, contractors there, in December, 1888. He was then twenty-two years of age. He had dark blue eyes and brown hair, and, if still alive, would now be thirty-four years of age.

Any information showing whether the said William Brown is dead, or if alive where he is, should be instantly forwarded to the subscribers, who are instructed to offer a handsome reward for such information.

NOTICE is also hereby given that a petition has been presented to the Court of Session in Scotland (First Division; Lord Low, Ordinary; Mr. Veitch, Clerk), at the instance of Alexander Brown, residing at Longhaven, in the parish of Cruden and County of Aberdeen, asking the Court in terms of "The Presumption of Life Limitation (Scotland) Act, 1891," to find (1) that the said William Brown has disappeared; (2) that he was last known to be alive on 31st March, 1899, and (3) that he shall be presumed to have died on 31st March, 1896. In the said petition the following interlocutor has been pronounced:—"27th November, 1900.—Lord Low.—Act. Grainger Stewart—Alt. A. O. M. Mackenzie.—The Lord Ordinary appoints the petition to be advertised three times, at an interval of a week, in each of the newspapers mentioned in the Advertisement and List of Newspapers, No. 11 of Process, as adjusted by Counsel for the parties.

"A. LOW."

Of all which, intimation is hereby given.—
BOYD, JAMESON & KELLY, W.S.
Petitioner's Agents.
55 Constitution St., Leith, Edinburgh, Scotland.

ABSOLUTE SECURITY.

Genuine

Carter's Little Liver Pills.

Must Bear Signature of

Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS. Price 25 Cents. Purely Vegetable. Brent Good

FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION

GENUINE MUST HAVE SIGNATURE.

CURE SICK HEADACHE.

"Great Haste is Not Always Good Spee

Many people trust to to pull them through, an often disappointed. Do dilly-dally in matters health. With it you accomplish miracles. W out it you are "no good.

Keep the liver, kidneys, bowel blood healthy by the use of Hood sarsaparilla, the faultless blood puri

Rheumatism—"I had acute rh tism in my limb and foot. I com treatment with Hood's Sarsaparill Hood's Pills and in a short tim cured." WILLIAM HASKETT, Brantfor

Scrofula—"I was troubled with s and impure blood. A cut on m would not heal. Hood's Sarsaparill recommended and after I had taken bottles I was well." DANIEL ROBINSO Treasley Street, Toronto, Ont.

Hood's Sarsapari Never Disappoint

Hood's Pills cure liver ills; the non-irrita only cathartic to take with Hood's Sars

LOCAL NEWS.

From Tuesday, December 18th.

Victoria Clearing House.—The tota the Victoria Clearing House for week ending December 18th, were $ $15; balances, $117,391.

Nunns-Shaw.—L. W. Nunns, assi postmaster at Cumberland, was ma to Miss Margaret Shaw, eldest dau of Joseph Shaw, of Colwood, yest morning at 8 o'clock. Rev. W. Leslie formed the ceremony.

Not Legal.—Complaint has been to the police that Indians have been ing salmon trout and young salmo der three pounds weight. This is co to the fisheries regulations, and a will be taken against the offenders.

Friendly Help.—The committee Christmas work of the Friendly Society wish to remind visitors to their lists in at once. The rooms i Market building will be open every this week.

Yukon Appeal.—In supreme chambers yestedray Mr. Justice I made an order allowing an appeal set down in Raymond vs. Faulkne appeal from a judgment of Judge I in the Yukon territorial court. Th peal will come on at the January s of the full court.

Closing of Schools.—The public sc will all close for the Christmas hol on Friday, the High School, Vic West, Boys' Central, South Park Hillside schools in the morning, North Ward and the Girls' Centr the afternoon. There will be no cl exercises at the South Park and V ia West schools.

New Official.—A position in the of the manager of the E. & N. rai here has been accepted by W. R. formerly of the C. P. R. car servi Vancouver. George Bow, former the local C. P. R. ticket office, and travelling agent between North and Vancouver, is W. R. Bow's fa

Law Exams.—At the Law Socie aminations held here last week, som candidates appeared. Of these nine up for their final, four being En lawyers, three from other parts of ada and two being students of this ince. There were two candidates u the intermediate examination besid

Sons of England.—From the acc of F. H. Brakes' speech at the S. G B. Society's annual banquet, which held last week, the following was vertently omitted from the grand statement of that order for Amount of cash received from the le $85,823.18; amount paid for funera cessments, $11,686.21; for sick ben $27,555.47; for medical attendance, 380.78; balance on hand, $26,200.62

Sudden Death.—Henry Hancock, proprietor of a tobacco store on Go ment street, between Johnson and morant, died suddenly yesterday af short illness. He was a native of burn, Cambridge, England, and wa years of age. A widow and one residents of Saanich, survive him. deceased was a member of the So England and an Oddfellow. The fu arrangements have not yet been pleted.

Borne to the Grave.—There was a atendance at the funeral of the late John Parker, which took place y day from the residence, 57 Kane s and at Reformed Episcopal church. services were conducted by B Cridge, assisted by Rev. Dr. W The pallbearers were Messrs.. R. P Sr., J. Newbury, Thomas Russel Anderson, A. McGregor and R. J. sell.

A Handsome Trophy.—Hiram W & Sons, Ltd., of Walkerville, Ont., sented a handsome trophy for the On Rifle Association competition, which won by Sergt.-Major McDougall, of city. The trophy is now on view at bens' store. The cup has the follo inscription: "Presented by H Walker & Sons, Ltd., Walkerville, to Sergeant-Major E. McDougall, R. C. A., Victoria, for the highest (possible) in the Ontario Rifle Ass tion competition for the Walker Diar Jubilee Challenge Cup."

High-Class Fowls.—Two pens of p bred White Plymouth Rock chic have lately been imported from United States by Mr. H. P. John of Oak Bay avenue. The birds fine specimens of their class, a many having been purchased from R. Fishel, of Hone, Indiana, who several prizes with the birds in York at the fall fair. Mr. A. G. bert, of the experimental farm, Ott who gave a series of lectures here s time back, said that the White mouth Rock was the most suitable for this climate, and it was on recommendation that Mr. Johnson ported the chickens.

Rough Trip.—G. L. Roy Dana, min engineer, and R. Brown, a mine ow paid Victoria a short visit on Mon These two gentlemen left here six we ago to examine a property some 60 m in from the head of the Portland ca and after a hard and most exciting found that winter's chilly hand prec ed all hope of any examination of p pects in that region. Horses had to abandoned, supplies and camp equip left behind, and but for the timely eff