

HEARD THE VOICE OF CONSTITUENTS

DEPUTATION CALLS ON ITS REPRESENTATIVE

Largely Signed Petition Presented to
Mr. Hayward Yesterday Afternoon
—Bears 255 Names.

Yesterday afternoon a deputation from Escutcheon district, consisting of J. H. S. Matson, A. F. W. Bridgman, Duncan Robertson, Robert Nunn and H. Hearn, waited on W. H. Hayward, M. P., for the constituency, and presented a petition bearing 255 signatures requesting him to "oppose" the Railway bill brought down by the government and the government itself, as dominated by Joseph Martin. In speaking for the deputation Mr. Matson pointed out that the voters' list for the district held 410 names, and that several more signatures were yet to be attached to the petition.

In presenting the petition Mr. Matson disclaimed any animosity on the part of the deputation, who merely wished to see the wishes of Mr. Hayward's constituents expressed in that time had not found over a dozen in favor of either the bill or the government. He denied that he had misrepresented the matter while seeking the views of the voters, and explained his procedure while so engaged.

He had taken with him copies of both contracts, as well as a copy of the offer made for the Coast-Kootenay road last year. He had shown that under this year's Coast-Kootenay bill \$80,000 cash and 1,000,000 acres land subsidy were to be given, in excess of what was asked for last year, together with the exemption of the lands from taxation.

The speaker also enumerated the injurious clauses of the Canadian Northern contract, to which he had drawn the attention of Mr. Hayward's constituents. Mr. Matson furthermore referred to Mr. Hayward's manifesto to the electors, published in the Times of April 10th, 1900, in which he pledged himself to support Joseph Martin nor to favor land grants to corporations, or their exemption from taxation. He also referred to the member's remarks at the Parson's Bridge meeting, June 7th, 1900, in which he said that "should the electors see fit to return him they knew just where they could find him, and he would pledge them his word that if ever he considered that it was necessary to leave his party he would come back and consult with his constituents over the matter."

Mr. Matson reminded him that last session his constituents desired him to oppose the government if it would not favor competitive railways, and he had done so.

At the beginning of this session he had supported the opposition, but detected to the government the reason he gave the speaker being that he could not endorse the opposition's attitude regarding the granting of forestry rights.

The question now whether Mr. Hayward intended to be guided by the wishes of his constituents in the premises. They had requested him to withdraw his support from the government as dominated by Joseph Martin, and to support the Railway bill. He claimed that Mr. Hayward had not kept his pledges.

Mr. Hayward said he would give a definite answer within 36 hours after a certified copy had been presented to him. He added that he had received 30 letters from people who signed the petition on the subject. He had also a petition but would not make it public. He would, however, show it to Mr. Matson.

In concluding his remarks, Mr. Matson challenged any one to show that he had misrepresented the case among the electors, as had been stated.

Mr. Bridgman said that the feeling on this question was unanimous in the district. Men who had long been supporters of Mr. Hayward now opposed him because of his support of a government dominated by Joseph Martin. The speaker had heard him express his opposition to Mr. Martin on more than one occasion during the election campaign, but the Vancouver member's attitude towards the government had not been altered since then.

Mr. Hayward—"Why, in conversation the other day you mentioned that it was said that Mr. Martin was against the Railway bill."

Mr. Matson—"Only town talk. It is also said that you are to be Minister of Agriculture, or to get a government bill of some sort."

Mr. Hayward—"That is not so. I am not going to get a government bill."

Mr. Bridgman observed that he understood that Mr. Hayward, too, held the view that when the Redistribution bill went into effect the Island would be practically at the mercy of the Mainland, and he wanted to get all he could now. This speaker pointed out that it would be September, 1906, by the time the ferry was started. The first 100 miles on the Mainland would not be commenced this year, as no Dominion subsidy could be obtained until next session. He had been informed by competent engineers that the 100 miles from Esquimalt Inlet would be the most difficult and expensive part of the road so that by the time the ferry agreement came into effect, four years at least would have elapsed, and the province will be governed under the Redistribution bill.

Mr. Hayward expressed the opinion that the company would commence construction on the promise of a subsidy from the Dominion government. Furthermore, he had not stated that he would support the railway measure as it stood. He had supported the government because it favored railway development and the development of the Island coast fisheries, but he had not given any definite undertaking to vote with them.

Mr. Matson—"Will you be supporting the government and the Railway bill as it now stands. How do you reconcile your present attitude with that anti-election manifesto?"

Mr. Hayward—"How do you know I will vote for them?" Continuing, he said he had voted with the government against a motion preventing supply. The

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Lengthy Discussion on Subject at Monthly Meeting Yesterday—Adjourned Until Tuesday Morning.

Coming under the heading of business at the regular monthly general meeting of British Columbia Board of Trade yesterday afternoon were the following subjects: Associated board of trade for coast cities; proposed roadway on iron ore shipping laws and inland development; L. G. McQuade presented, and there were present a fair attendance of members.

In opening the discussion Secretary Elworthy read a letter from the Lady-smith Board of Trade, notifying the local board of its organization, and of its desire for co-operation in the matter of promoting the best interests of Vancouver Island. In this connection the secretary stated that the local board, latter added, was the building of roads and trails to outlying districts.

J. J. Shalcross said all would concede the advantages of such a movement. Very much had not been accomplished because of disjointed action. He moved:

That the various boards of trade on Vancouver Island be invited to appoint delegates to any meeting of the Victoria board of trade.

Such delegates shall have the right to speak, though not vote.

If any board of trade in Vancouver Island desires a subject discussed at a meeting of the Victoria board of trade, the latter shall be given one week before such meeting, whereupon such subject shall be placed on the agenda paper.

That Mr. P. P. shall be requested to represent these districts in their constituency which have no boards of trade.

The motion was seconded by C. H. Lugin and heartily endorsed, as also a resolution providing for the carrying out of the same. Letters were read from the Nanaimo and New Westminster boards approving of the scheme.

The subject of iron was the next subject discussed. Letters were read from Capt. J. G. Cox, who was unable to attend, dealing with the wonderful possibilities of the iron industry and the advisability of developing the great markets of the Far East and westward, and his opinion in favor of a party of Capt. John Irving wanted statistics, and questioned whether British Columbia could be a competitor with the countervailing supply of iron from the United States.

Mr. Lugin inquired if it was not a fact that Japan, Russia and other countries of the Orient were not large importers of iron.

C. H. Lugin said he knew New Zealand and Australia were, but could not go into figures.

Mr. J. J. Shalcross believed the subject too large a one for last night's consideration, and suggested that it be left in the hands of a committee for report. This course was approved.

Messrs. Henry Court, Harry Smith, C. H. Dickie, C. Livingston and Lindley Crease were named on a committee to represent Vancouver district on the board.

A letter from J. J. Shalcross on the British Columbia coasting regulations and expressing his views, as verbally given at a former meeting of the board, was next read, and paved the way for a very animated discussion on the northern coasting regulations.

C. H. Lugin dealt at some length on the importance of securing the business for Canadian cities and for Canadian shipping companies. He read from an article in the Toronto Globe pointing out that what is regarded as Canadian trade is to a great extent fictitious, and in reality is handled by the Americans. He spoke with some personal feeling on the subject. A firm in Tacoma had declared that they proposed controlling the entire coasting business. This company will operate across and barges. They will be understood, do business between the Sound and Yukon points, via St. Michaels, conducting business by such methods as to freeze out as far as possible all competition. Here in Victoria \$45,000 had been invested on a steamship venture. A vessel had been built specially for the Canadian cattle trade. She would be run between Victoria, Vancouver and the Sound. It was, he asked, that this steamer, every dollar of whose construction was spent in Victoria, was to suffer such competition. He did not consider it reasonable to be forced into competition of this kind. The question went to the very root of the business of Victorians. A dispatch to the Colonist from Ottawa pointed out the intention of the government, of removing similar objections to the coasting laws on the Atlantic coast, and the trade there was not more deserving of protection than that on this coast. If something was not soon done here the trade of the West Coast, now opening up, would shortly be in charge of Americans. He had been told by Mr. Peters, of the C. P. N., that with the steamer now building here for the cattle trade there was no reason why the Canadian fleet could not handle the whole Yukon trade.

On being requested to introduce a motion he moved, in conclusion, that the Dominion government be asked to re-fer the order-in-council permitting American steamers entering the Canadian coasting trade.

J. J. Shalcross thought the motion should not be pressed until it was ascertained whether the C. P. N. Company were prepared to place steamers comparable with the American vessels and adequate for the Canadian trade on the route. He moved an amendment that the subject be referred to a committee.

Mr. Lugin—who is going to invest money in building steamers unless guaranteed some kind of protection—said Simon Leiser pointed out there are now thirty American steamers on the Yukon doing Canadian business, and their place would now be filled by British

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This suit, it will be remembered, was for \$730 for goods supplied and packing done on the Teslin trail in 1898. McDonald, who received the goods, was the plaintiff's case failed.

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In Chambers.

In Chambers this morning before Mr. Justice Drake the following applications were disposed of:

Wilson vs. Canadian Development Co. W. M. Griffin applied for approval of a bond for security on appeal to Supreme Court Canada, which was granted.

Wilson vs. Davison, et al. On application by plaintiff for judgment under Order XIV, A. F. R. Martin, for defendant's cost of trial, as the amount claimed had been paid in, and costs on County court scale tendered, plaintiff was not entitled to costs of this summons. Judgment was given for plaintiff, with costs as advertised, and a writ of summons. F. B. Gregory appeared for plaintiff.

Smoke vs. Shaw, et al. Application for leave to examine judgment, which was adjourned till the 21st inst, by consent. A. F. R. Martin for plaintiff, A. L. Belyea, K.C. for defendants.

Re Geo. Nicholson, deceased. W. C. Moreby, for administrator, applied for and obtained leave to accept an offer for purchase of land.

Gore, et al. vs. Boscowitz. B. G. Goward for plaintiffs, obtained leave to issue writ and serve defendant out of the jurisdiction; fourteen days after service allowed for appearance.

Re estate of Jessie A. Munger. F. H. N. obtained probate of will, which was granted.

In the various suits of Clearidge, V. G. T. Co., Blackett & Co., and the Upper Yukon Co. against the White Pass & Yukon Railway Co., B. Cassidy for the defendants, applied for particulars of the "duress and coercion" alleged in plaintiffs' statements of claim. Particulars were ordered to be delivered within 21 days. Mr. Cassidy also applied for an order for discovery. F. Higgins, for plaintiffs, asked that the order be reciprocal, but this was resisted. Mr. Cassidy argued that the action, being for penalty, the court will not assist a plaintiff by discovery or otherwise, but the latter must always stand on his own knowledge. After considerable argument on this point, the plaintiffs' applications were refused, and discovery by plaintiffs ordered to be made within 14 days.

HEARD THE VOICE OF CONSTITUENTS

DEPUTATION CALLS ON ITS REPRESENTATIVE

Largely Signed Petition Presented to
Mr. Hayward Yesterday Afternoon
—Bears 255 Names.

estimates suited him, and his constituents, and he did not intend to oppose them. He denied having supported the government against Mr. Fulton's amendment, regarding the disfranchisement of North Victoria. Messrs. Robertson and Hearn also spoke, after which the deputation withdrew.

LEGAL NEWS.

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Kidney Troubles

Kidney Pills

You ought not to neglect for a moment a weak back and pains which are the sure signal of kidney trouble. It is dangerous, perhaps fatally so, not to give immediate attention to this danger signal of Nature. If, even for a short period, the kidneys fail to perform their important work, poisonous matter of the most virulent character is being carried into the blood instead of being thrown off in the natural manner. This is the reason that kidney troubles are so frequently fatal in their results.

Dr. Williams' Pink Pills

For Pale People

are the best thing you can get for kidney troubles. Their action is prompt, strengthening and curative. They act not only directly and efficiently on the kidneys, but are equally effective in all cases of liver complaint. Both these important organs can be kept in a perfectly healthy, active condition by the use of this famous remedy.

Mr. C. J. Trango, the popular director of the Kingston Young Men's Christian Association, says:—"Some months ago my health was very poor; I lost energy; it seemed as if I could never get enough sleep, my breath was short, and I was fast growing unfit for my work in the gymnasium. The doctor who attended me said I was suffering from kidney trouble, but although I was under his care for some time his treatment failed to aid me in the least. At last, following the advice of some friends I procured a supply of Dr. Williams' Pink Pills and I am grateful to-day that I did so, for they have certainly made me feel like a new man. My energy and ambition have returned, and I now find it a pleasure to perform my duties instead of a trial as I once did. I would earnestly urge all who suffer to give them a trial."

Remember too, that Dr. Williams' Pink Pills purify and enrich the blood, and strengthen the nerves. If your blood is out of order as shown by skin eruption, weakness, palpitation of the heart, headaches, nervousness, etc., there is no other medicine in the world will put you right as safely and quickly as Dr. Williams' Pink Pills.

There are many imitations of this sterling medicine but you can always tell the genuine because you will find the full name "Dr. Williams' Pink Pills for Pale People" on the wrapper of every box.

Sold by all druggists or sent by mail post paid at 50 cents a box or six boxes for \$2.50 by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

NOTICE OF TEACHERS' ANNUAL EXAMINATIONS

They Will Be Held on Friday, July 4
Throughout Province—Provincial Gazette Announcements.

In the current issue of the provincial Gazette notice is given that the annual examination of candidates for certificates of qualification to teach in the public schools of the province will be held as follows, commencing on Friday, July 4th, 1902, at 8:45 a.m.

Victoria, in high school building; Vancouver, in high school building; New Westminster, in high school