

MORE ABOUT MOTIVES.

A few days ago the Colonist said in the political campaign it did not propose to inquire into motives except in so far as motives could be assumed from established facts. Then it went on to say: "In the application for a subsidy for the V. V. & E. Mr. Bodwell asked that \$4,000 a mile should be given for thirty miles of line between Cascade and Midway. This was one of the conditions upon which he insisted. The subsidy was not granted and the line is being built without it, whereby \$120,000 has been saved to the province, not to speak of the interest upon the amount. Now will the Times kindly inform us if Mr. Bodwell knew the line would be built whether subsidized or not? Whether he did or not, he must now admit that the government in refusing to subsidize that thirty miles acted in the best interests of the province."

The Times has pointed out that this paragraph is untrue in its statements and false in its assumptions, that Mr. Bodwell never had an opportunity to insist, that the thirty miles mentioned was not built, that the province is not \$120,000 richer but a great deal poorer because of the policy of the government, and that the Colonist was actuated by ignoble motives in insinuating that a man who was the advocate and agent of a company which tried to secure \$4,000 a mile from the treasury of British Columbia for a piece of railroad it was eager to build, and in any event would have built for nothing, was not fit to represent the people of Victoria in the legislature. Our contemporary feigns a desire to keep the discussion of the issues on a very elevated plane. It is a pity it is so weak and fails so miserably in living up to its theories. It realizes now that it made a mistake in directing the discussion into channels from which the government can be attacked so successfully.

It has become the custom for corporations to engage the best talent procurable in carrying on their negotiations. Mr. Bodwell has entered public life. The government has retired from its former untenable position and has sent one of its ministers to the other side of the continent to implore Messrs. Mackenzie & Mann to reopen negotiations which were closed so unceremoniously less than a year ago. Provisionally Mr. Wells says a provisional agreement has been reached and the Colonist informs its readers that an announcement of policy will be made which will make the Legislature practically unanimous in support of the government. The railway promoters will again be represented by a solicitor and Mr. Bodwell will be one of the guardians of the people's interests. But on that account the new great need not be repudiated nor the old one commended. Each will merely do his duty. What of the motives of the government in turning its face so suddenly? The Premier had no misgivings about the effects of the policy which is so soon to be placed on the shelf. Neither had his lieutenant on the opposite side of the House. It was the very thing the people wanted, and a most effective conservator of their rights. The Colonist did not think so. It advanced all sorts of schemes for western development and threw out numerous hints about some mysterious new policy that was in course of preparation until it was told to "hew to the line" by the powers in command. Then it requested to be confronted with some evidence of its announcement that a new policy was being prepared. But there is to be a sudden departure and our contemporary is triumphant. Now, what are the motives that are to be assumed from these "self-evident facts"? Simply the retention of power. The Premier, who is accepted power reluctantly, and it was said, would lay it down with alacrity whenever he became satisfied that he had lost the people's confidence, is so thoroughly satisfied with the "sweets of office" that he is ready to swallow his convictions or sacrifice the country, according to the standpoint from which the position may be viewed, in order to retain possession of power. Mackenzie & Mann have been called in and at the opportune time the C. P. R. will step in, but whether the result will be harmony or the opposite has yet to be determined. The important point to remember is that the present powers that are ready to adopt any railway policy, from government ownership down, in order to retain their grip upon office. It is the most extraordinary combination of arrogant Toryism and rampant Radicalism that was ever put together.

THE PROCESS OF ATTRITION.

It has been proved that it is not safe to prophesy in regard to the end of the South African war. Just when British public men have been worked up into an optimistic mood through departmental reports and newspaper leaders, a communique appears in an unexpected place and causes disaster to a small portion of the army in the field and consternation in government circles at home. It appears to be safe to say now, however, that there is ground for the belief that the Boers have shot their last bolt. Kitchener's cordon is about complete. If the enemy has not been reduced to absolute impotency, he is rapidly nearing that point. The British now understand his tactics and his methods, and are able to meet him at his own game with such superior numbers that his chances of success are reduced to a minimum. It is not improbable that the Boers may refuse to consider a proposition for a general surrender. Men of their dour disposition and obstinate nature, are not unlikely to hold out until they are all run down

and gathered in. The stage appears to have been reached which will make that task comparatively easy, as by the reports there is now but little effort to attack, and their resistance when they are forced to fight or surrender is comparatively feeble. It will be a glad day within the Empire when the last shot has been fired in South Africa. It has been a costly campaign from whatever point we regard it. It is now in its most painful stage. The useless prolongation by the Boers of their own sufferings and hardships is inexplicable, except upon the supposition that they still expect interference as promised them by their unwise counsellors which will save to them a portion of their lost independence. In that case absolute exhaustion alone will bring the state of war to an end.

THE SEWERAGE BY-LAW.

The by-law to provide funds for the extension of the sewerage system is to be placed before the people again. There is reason to believe that a substantial majority will be recorded in favor of doing justice to the residents of the portions of the city which cannot under present circumstances be connected with the regular sewerage system. Dr. Fagan says the septic tank system has not yet been proved, and that a city occupying the situation of Victoria should countenance only that which has been sealed with the proof of experience. As to the first contention, the new system has been in operation for a considerable time in various places, and, according to scientific papers and learned men in that branch of science, has not proved a failure. It has met all the tests that have yet been applied, and is serving several cities very effectively. As to the second, there is a limit to the borrowing powers of the city and the interest-paying powers of the citizens. It is impossible at the present time to connect certain of our outlying sections with the regular system. Are we then to leave the residents of these localities in the midst of the physical miasma which has been so costly in life, so prolific of suffering and so expensive in point of medical attendance and loss of time, until Victoria becomes large enough and wealthy enough to complete her regular system of sewerage? Doctor Fagan, our efficient provincial health officer, has followed the example of many of his profession in private practice, and prescribed without regard to the ability of the patient to meet his obligations. Compensate have a convenient habit of forgetting such obligations, but with a corporation it is different. We speak of these matters because the observations of the health officer are being urged as a reason why the by-law should again be defeated. We do not believe it will be voted down, but it behooves all who desire to see justice done to important sections of the city to stir themselves and their neighbors up to a proper sense of their responsibility. The by-law will be submitted on the last day but one of the year 1901. We should wind up the business of the first year of the century by voting for a necessary municipal work.

A SURE INDICATION OF BUSINESS ACTIVITY.

The annual report of the Post Office Department is very interesting notwithstanding the proverbial dryness of statistics. It is a barometer which indicates with unfailing accuracy whether the business atmosphere of the country is settled or stormy. It will be remembered that with a regularly recurring deficit of between seven or eight hundred thousand dollars Mr. Foster predicted that the reduction of rates proposed by Mr. Mulock would prove disastrous, and that the Minister would soon find it necessary to retrace his steps. In this, as in all his other prophetic utterances, the ex-Finance Minister proved an unerring seer. Even under the reduced conditions the deficit has not been cut down by a half, and in every division of the department there is buoyancy and activity. During the year increased facilities were given to the public in various ways, no less than 619 miles of additional railway being utilized for mail purposes. The total mileage that the mails were carried by rail exceeded the total mileage of the previous year by 10,962 miles. The total mileage that the mails were carried by stage routes exceeded the total mileage of the previous year by no less than 400,800 miles. The frequency of the mail service was increased for 347 post offices, while 227 new post offices were opened, and 13,375,500 more letters were carried than in the previous year. The number of postal notes issued and paid during the year increased from 730,250 to 877,500, the total value of the year's issue being \$1,459,015, an increase of \$108,349. This branch of the service was inaugurated in the month of August, 1898, the total sale of postal notes that month being 2,777, whilst for the month of June, 1900, it was 66,500. During the year, 506 new postal note offices were established, being an increase for the twelve months from 3,104 to 3,756. In the money order branch 70,192 more money orders were issued than in the previous year. The aggregate value of the money orders for the year amounted to \$1,950,257.87, being an advance over the previous year of \$1,747,183.53, and an increase of \$4,874,207.25 over the value of the money orders issued for the year ending 30th June, 1896, the last year of the Conservative administration. The postal note and money order transactions of the department for the financial

year just closed aggregated \$10,415,273.62, being greater by \$6,373,416 than for the fiscal year closing 30th June, 1896, or an increase of 49 per cent. During the year the department arranged with the United States a plan for the simplification of the exchange of money orders and postal notes between the two countries, the result being that an agreement was come to whereby the United States pays all money orders and postal notes drawn upon it by the Dominion of Canada in the same manner as if the orders were to be paid in the Dominion itself.

At the close of the year the deposits in the Post Office Savings Bank amounted to \$30,450,812.62, or an increase of \$2,443,356.82, being the largest balance at the close of any year. There was also an increase of 6,381 in the total number of open accounts during the year, there having been inaugurated 157,368 new accounts, as against 150,987 during the previous year. The revenue for the year exceeded that for the fiscal year ending 30th June, 1896, by \$238,924.19, notwithstanding the fact that the public are now enjoying a letter rate throughout Canada of two cents, as against three cents, as formerly; also a two-cent rate as against three cents on letters to the United States, and two cents, as against five cents in former days, on correspondence between Canada and the rest of the empire. If the department would now turn its attention for a brief period to the very unsatisfactory service provided the Yukon country, its work would be still more worthy of commendation.

GOVERNMENT RAILWAYS.

Government ownership of railways is not so popular an idea in the East as it is in the West. In the one case knowledge has been acquired from practical experience; in the other the question is asked why a government cannot operate an undertaking equally as well as a company. Possibly the failure of the Intercolonial to pay dividends as the other roads do may be accounted for in part by the nature of the territory it runs through. Lack of connections may be another factor in the case. The business of railroading on this continent has been reduced to such a state of exactitude as to command the admiration of visitors from countries where all the various companies stand alone and co-operation is practically unknown. Sparseness of local traffic combined with isolation mean regular annual deficits. In the United States the various systems are perfectly organized and running arrangements from ocean to ocean are complete. In the nature of the case this is the natural result of a system of government extending across half a continent. The Canadian railway system is practically in alliance with that of the United States. As far as railway transportation is concerned, there are no international boundary lines. Such a state of affairs must necessarily render the operation of a government road successfully a matter of exceedingly difficult unless traffic arrangement can be made or the road in itself be a complete and independent system. The conditions in Australia, Switzerland and other "continental" countries of Europe have been entirely on an equal footing. When the time becomes ripe for government ownership in Canada all the lines will have to be taken over and operated systematically, economically and efficiently by the federal government. An experiment to test the feasibility of such a scheme might be made by the extension of the Intercolonial to the great lakes, as suggested by the Colonist, where connection could be made with the western lines of Mackenzie & Mann. But this would involve an immense addition to the debt of the country. Public opinion in the East is against it. A vigorous campaign of education will be necessary if government ownership is to be realized during the lifetime of the present generation.

General Bruce Hamilton has made his second important capture of Boers within a week. The colors of the Hamiltons are flying high in the South African campaign.

Resolution Looking to the Construction of the Structure by Day Labor. Ald. Yates has given notice that he will move at the next council meeting a resolution relating to the bridge question. After citing the history of the difficulty to date, including the public meeting, which was an evidence of a desire on the part of many that the tenders from Eastern Canadian firms should be opened, he then referred to the whole matter being referred to a committee consisting of Aldermen Brydon, Stewart, Beckwith and Cameron, together with J. H. Wray, Esq., Mayor, with instructions to consider the question of size, capacity and requirements, etc., suitable for a bridge of this nature. (c) To consider the question of contribution from the tramway company in aid of the construction of the bridge. (d) To consider the advisability of having the sub-structure done by day labor, and to report on the matter. Capt. Gregory decided to go to Seattle and then go back to the rescue, which course he followed, departing again for the island yesterday. "Several things leads Capt. Gregory to believe that the stranded mariners on the island were the crew of the Matetan. Wreckage bearing the ship's name has come ashore south of Cape Fidelity, and the second mate of the vessel, was formerly a second mate on the Manzanita and was fully familiar with the landings on Destruction Island, which is situated 40 miles from where the wreckage bearing the name of the collier was found by Indians. The Manzanita should have reached the island some time yesterday and providing the weather allows a safe landing will arrive at Astoria today. It is from that point that the first news of the wrecked vessel was received. The Matetan was there is no question but that they compose the crew of some ship which has met grief off the storm-swept coast during the past week. Five steamers are taking special

MAKE THE FARM PAY FARMER'S ADVOCATE and HOME MAGAZINE Progressive stock breeders, dairy men, poultrymen, grain, root and fruit growers, beekeepers, agricultural students, and home makers find the articles and answers to questions in every issue of the FARMER'S ADVOCATE and HOME MAGAZINE simply unequalled and indispensable. IF YOU are not already a subscriber to the most helpful, best printed and beautifully illustrated farmer's paper published, we invite scrutiny of a sample copy. A post card will bring it free. Address: THE WILLIAM WELCH CO., Limited, LONDON, CANADA. P.S.—The subscription price, \$1 per year, includes also the Super-Keefer Newslet.

MOTHER AND CHILD BURIED TO DEATH.

A DISASTROUS FIRE OCCURS LAST NIGHT.

Mary Ann Keeler and Daughter Lost Their Lives in Blaze Which Destroyed Their Shack.

About 10 o'clock last night Mary Ann Keeler and her little child were burned to death in a fire which destroyed the shack on Dallas road in which the family lived. Old William Keeler escaped in his night-clothes, and was taken to the Old Men's Home, but subsequently, when the bodies were found, he was removed to the police station, where, up till the time of going to press, he was still confined.

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courses between San Francisco and Puget Sound in the hope that they might run across the vessel, should still be afloat but disabled. Those steamers are the Washnetaw, the Progress and the Seattle. The Progress and the South Portland and the Edith, bound south. The medicine chest found was carried in the captain's room in the officers' quarters, which are located in a house built on the main deck, almost amidships. "There are no records that would give an accurate list of the crew of the Matetan, says the Seattle Post-Intelligencer. "At the office of the Saginaw Steel Steamship Company, owners of the vessel, only the Seattle payroll rolls of the crew are kept, and the most recent in the office is that for November. Since it was made out there have been several changes, but on her last trip from the Sound it is known that the following were on board, though some might have left the vessel while she was in the Sound port taking on her coal cargo: H. B. Crosscup, captain; J. M. Hastings, first mate; E. C. Wilson, second mate; P. Olsen, carpenter; James S. Averill and C. A. Carlson, quartermasters; William Wilson, chief engineer; H. Gallagher, first assistant engineer; W. H. Allen, second assistant engineer; H. Cowan, steward; P. M. Murray, James Downes, A. Manuel, Kurt Wolf, C. Wagner, seaman; M. J. Stack, W. B. Bossett, J. Gallagher, oiler; J. J. Cook, and Jose Avelino, Jose Rega, Antonio Murendo, Antonio Lucas, Augustin Onide, firemen, and four Japanese in the steward's department, and a number of cooks and waiters. They were H. M. Hoshino, J. Elda, Aegama and S. Kinchi."

HALF OUR BILLS ARE CATARRHAL IN NATURE.

Catarrhal Diseases are Most Prevalent in Winter.

IS THERE NO WAY OF ESCAPE FROM THEM?

Pe-ru-na Never Fails to Cure Catarrh Wherever Located.

There are some things which are as sure as fate, and can be relied on to occur to at least one-half of the human family unless means are taken to prevent. First, the climate of winter is sure to bring colds. Second, colds not promptly cured are sure to cause catarrh. Third, catarrh improperly treated is sure to make life short and miserable. Catarrh spares no organ or function of the body. It is capable of destroying sight, taste, smell, hearing, digestion, secretion, assimilation and excretion. It pervades every part of the human body; head, throat, stomach, bowels, bronchial tubes, lungs, liver, kidneys, bladder and other pelvic organs. That Peru-na cures catarrh wherever located is attested by the following testimonials sent entirely unsolicited to Dr. Hartman by grateful men and women who have been cured by Peru-na:

- Catarrh of the Lungs. Mrs. Emille Kirkhoff, Ada, Minn., writes: "Through a violent cold contracted last winter, I became afflicted with catarrh of the lungs, which in a short time affected my lungs. I took Peru-na which cured me thoroughly. I now feel better than I have for forty years."—Mrs. Emille Kirkhoff. Catarrh of the Bladder. Mr. John Smith, 311 S. Third street, Atholton, Kan., writes: "I was troubled with catarrh of the urethra and bladder for two years. At the time I wrote to you I was under the care of my home doctor, and had been for four months. "I followed your directions but two months, and can say Peru-na cured me of that trouble."—John Smith. Catarrh of the Bowels. Mr. Henry Entz, South Bend, Ind., writes: "The doctor said I had catarrh of the bowels and I took his medicine, but with no relief. I was getting worse all the time. "Before I had taken a half bottle of Peru-na I felt like a new man."—Henry Entz. Peru-na can be obtained for \$1.00 a bottle at all first-class drug stores in Canada. "The Pills of Life," which can be secured at all up-to-date drug stores and upon request is sent free to all, gives a short description of all catarrhal diseases. Address Dr. Hartman, Columbus, Ohio, U. S. A.

REVENUE CUTTERS LEAVE IN SEARCH OF U. S. VESSELS MISSING.

Torpedo Destroyers Being Strengthened in Consequence of Accident to the Cobra and Others.

A very vigorous and thorough search along the coast between this island and San Francisco has been instituted for the missing collier Matetan. The revenue cutters Hugh McCulloch, Bear and Manzanita have gone to sea to search for the missing steamer. The Bear, in command of Capt. Tuttle, put to sea Wednesday afternoon, and the McCulloch, with Capt. Ealing in command, went out through the Golden Gate Thursday afternoon. They will both cruise as far north as Cape Platery and possibly search along the coast of this island. The Manzanita proceeded to Destruction Island after returning to the Sound from Victoria yesterday, for it is thought that if the crew of the collier escaped, Second Mate E. C. Wilson, who was formerly on the cutter and who was well acquainted with the shore line, would be sure to have made for there. According to a Seattle dispatch the United States lightship tender Manzanita left yesterday afternoon for Destruction Island, where it is thought the shipwrecked crew of the collier Matetan are awaiting rescue. On Tuesday night the Manzanita passed by the island on her voyage from Astoria to Seattle and certain signals of distress being made, apparently by some shipwrecked crew, but the weather was so bad that it was impossible to see the land. Capt. Gregory decided to go to Seattle and then go back to the rescue, which course he followed, departing again for the island yesterday. "Several things leads Capt. Gregory to believe that the stranded mariners on the island were the crew of the Matetan. Wreckage bearing the ship's name has come ashore south of Cape Fidelity, and the second mate of the vessel, was formerly a second mate on the Manzanita and was fully familiar with the landings on Destruction Island, which is situated 40 miles from where the wreckage bearing the name of the collier was found by Indians. The Manzanita should have reached the island some time yesterday and providing the weather allows a safe landing will arrive at Astoria today. It is from that point that the first news of the wrecked vessel was received. The Matetan was there is no question but that they compose the crew of some ship which has met grief off the storm-swept coast during the past week. Five steamers are taking special

BLAKELEY STILL PREPARING.

No definite date has yet been fixed for the sailing of the treasure hunting ship Blakeley, which is still being made ready for the trip to Coos Bay, having been hauled on Turpe's ways today. The promoters of the expedition are considerably incensed over rumors which have been in circulation that the object they believe of injuring them. One of these stories is to the effect that an expedition having the same gold finding instruments has been organized for the purpose of visiting the island. Capt. Gregory said this morning: "We have the only gold finding instruments of their kind in existence, and we have the only ones which will positively locate the treasure at any depth. The story has been no doubt circulated for the purpose of retarding the sale of shares advertised in another column in this paper."

THE TORPEDO DESTROYERS.

Work has commenced in Esquimalt on the torpedo destroyers Sparrowhawk and Virago towards strengthening them and preventing the repetition of such an accident as that of the Cobra and other craft of His Majesty's fleet. It is said that the admiralty has instructed that work be done as a consequence of the Cobra disaster recently described in press dispatches. This vessel's hull doubled and twisted, and to guard against such a thing again occurring to any of the ships in service, special precautions are now being taken. The two destroyers in question are being fitted with steel reinforcements in the shape of heavy bars extending around those portions of the vessels which were subjected to the greatest strain in the accident. The craft have not heretofore been looked upon as weak.

PE-RU-NA Knocks Ail Forms of Catarrh. CATARRH OF BOWELS, CATARRH OF BLADDER, CATARRH OF NOSE, CATARRH OF STOMACH, CATARRH OF THROAT, CATARRH OF LUNGS, CATARRH OF HEAD, CATARRH OF KIDNEYS. PERU-NA. A TEN STROKE FOR PERU-NA.

Catarrh of the Kidneys. Peter J. Unger, Hawley, Pa., writes: "I think that I am perfectly cured of catarrh of the kidneys by Peru-na, as I have no trouble of any kind."—Peter J. Unger. Catarrh of the Stomach. A. W. Graves, of Hammond, Ind., writing to Dr. Hartman, says: "I am well of catarrh of the stomach after suffering two years. I have taken five bottles of Peru-na and one of Manalin and I feel like a new man now."—A. W. Graves. Pelvic Catarrh. Miss Katie Lochman, Lafayette, Ind., writes: "I had pelvic catarrh, pain in the abdomen, back, had stomach trouble and headache caused by catarrh. I followed your directions; took Peru-na and Manalin according to directions, and how happy I feel that I am relieved of such a distressing ailment."—Miss Katie Lochman. A book on the cure of grippe and catarrh in all stages and phases sent free to any address by The Peru-na Medicine Co., Columbus, Ohio. "The Pills of Life," which can be secured at all first-class drug stores in Canada. "The Pills of Life," which can be secured at all up-to-date drug stores and upon request is sent free to all, gives a short description of all catarrhal diseases. Address Dr. Hartman, Columbus, Ohio, U. S. A.

OVERLOADING COLLIERIES.

Considerable comment was heard this morning in shipping circles on the overloading of colliers. One of the British steamers there is a Pimssol mark on the side of the vessel to determine the amount of cargo they shall carry in winter, as also in the summer time, but on American craft it is stated there is no such gauge, and the result is that colliers are frequently taken in the loading of a ship. It is not asserted that the Matetan, which it appears now has gone to the bottom, was overloaded, but it is known that she carried a very heavy cargo, and it is said that she had no Pimssol mark. In this connection it is a noteworthy fact that the large colliers Keweenaw and Montserrat, which were lost on the same voyage four or five years ago, were also American vessels, and were very deeply loaded.

The Washington jury in the trial of Mrs. Ida Bonine, accused of the murder of her husband, returned a verdict of "not guilty" after being out about four hours.

The Kurds and Cossacks believe that Mount Ararat is guarded by an unearthly being, and that no man can ascend the peak and live.

Sharp Attack of Lumbago.

Know what Lumbago is? Pain catches you right in the small of the back—akes stopping over or rising up excruciating agony. Wrong kidney action is the cause of the trouble, and if you let Dr. Picher's Backache Kidney Tablets set the kidneys working right you'll be quickly cured. Here is some evidence: Mr. James A. Searls, the well and favorably known boot and shoe merchant of Norwich, Ont., made this statement: "During a recent sharp attack of Lumbago, I took a bottle of Dr. Picher's Backache Kidney Tablets. They took the pain out of my back so quickly, and so permanently, that I consider them an equal for that most prevalent and painful affliction. I am only too pleased to recommend them to other people who may be suffering as I was."

Dr. Picher's Backache Kidney Tablets are sold in a box, as all druggists or by mail. Tans Da Zina Pharmacy Co., Toronto, Ont.

TERMINAL BUILDING. The above cut represents the Terminal buildings for the new Pacific cable line to Australia, which are to be erected on the West Coast of Vancouver Island off Barkley Sound, and for which tenders are to be called in a day or two by Messrs. Rattenbury, architect, of this city who has been charged by the cable company with the preparation of the plans as printed above for the new buildings. The site chosen for the buildings is a beautiful peninsula where Bamfield crows flow into Barkley Sound. Here a force of men are busily employed in clearing a site, and in cutting down the undergrowth and removing the fallen timber which has accumulated on the property.

As soon as this is completed the building will be commenced, it being the intention to have them ready for occupancy by June next, when it is expected the cable will be laid. The property itself has been previously described in these columns. It consists of about one hundred and sixty acres of a peninsula as described above, but extending across Grappler creek. The approach to the landing from the sea is over an oze bottom, which will make an ideal bed for the cable. The plans for the buildings themselves were drawn some time ago by Mr. Rattenbury, but they had to be returned to London for inspection, through the mail there. This has been done, the plans approved, and nothing is left but to award the tender and proceed with the work.

As indicated by the facsimile of the plan the buildings will be of an extensive nature, the main building having 100 feet of frontage and depth of 120 feet. It is T shaped, one arm being devoted to the office for the cable telegraph, and land telegraph suites of offices and the other wing to the residential section, an elevation of which is shown.

The residential wing has a fine dining room, kitchen, and two rooms; a reading room, which is to be kept supplied with the latest periodicals; and a library. The conception of the management is to make the place attractive and comfortable for the twenty men or more who will reside there, and who because of their comparative isolation will find the need of the conveniences and pastimes indicated. The grounds, too, are to be laid out for tennis courts and bowling greens, and provision will also be made for an ample vegetable garden. They are to be well fitted up inside and out, and will also be built in which logs will be burnt, the question of fuel not yet being a serious one on the West Coast.

The buildings will be illuminated with electric lights and a water service will be provided by laying pipe to a mountain stream, five miles away, and a reading room, which is to be kept supplied with the latest periodicals; and a library. The conception of the management is to make the place attractive and comfortable for the twenty men or more who will reside there, and who because of their comparative isolation will find the need of the conveniences and pastimes indicated. The grounds, too, are to be laid out for tennis courts and bowling greens, and provision will also be made for an ample vegetable garden. They are to be well fitted up inside and out, and will also be built in which logs will be burnt, the question of fuel not yet being a serious one on the West Coast.

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