

THE GOVERNMENT'S STAND.

Hon. Mr. Turner and his colleagues have now been furnished with the most complete evidence that their railway scheme is highly unsatisfactory to a large majority of the people of the coast districts. In fact there are none satisfied with it save the industrial clique...

THE TWO CASES.

Of the company who propose to build a Coast-Kootenay road with government assistance the government organ says: "The trouble is that their case breaks down at a vital point. They have not shown that the line which they propose to build is feasible—we do not mean theoretically, feasible, but practically so, they have not shown what such a line will cost; they have not stated what aid they require, and they have omitted to make a Victoria connection, to be maintained and operated as a part of the through line, an integral part even of the vague proposition which they have submitted."

"THE GOVERNMENT IS STRONG."

The following excerpt from the report of the public meeting at New Westminster shows how the Turner is gathering strength: "Mr. Theo. Wilson said that, as one who had been a government supporter, he wished to say he cordially endorsed both resolutions. He considered the whole thing which the government called their railway policy was simply a scheme to catch votes at the general election next year. Considering that the bill, as he understood it, was not to come into force until 1899, it was not a question that should be passed upon by this house, but the government should give the country a chance to pronounce upon their railway policy at the next election, by going before the electors on that issue. Perhaps it did not make so much difference, as the present government would not be in power after the general elections." Mr. Wilson was one of the government's most energetic supporters on the mainland, but like many other honest men he has realized its weakness and incapacity.

Of the Laurier government's superannuation proposals the Monetary Times says: "Mr. Mulock's superannuation bill modifies largely and partly suspends that now in operation. The existing law will not apply to civil servants heretofore appointed, or to civil servants now employed, but who have contributed nothing to the fund, or to those who have contributed to the fund less than ten years. But these classes will not be cut off from the resource of retiring allowances; the fund on which they will depend for this purpose will be provided by an assessment on their own salaries

of five per cent. per annum, of which the government will be custodian, and on which it will pay interest at the rate of five per cent. compounded half-yearly. The division of civil servants into classes, one to benefit by the present superannuation act, the other to be excluded from its benefits, is as near to exact equity as is attainable, the only exception being where the line of exclusion is drawn at ten years. If there be room for doubt that perfect faith would be kept with the ten-year men, the point will deserve the most serious consideration. The main point is that future civil servants are to provide their own superannuation allowance through a system of government assurance. But, even here, it can scarcely be said that the government will contribute nothing; it will contribute the difference between the rate it can borrow at and the five per cent. which it will pay on the premiums. But the country may consider itself fortunate when it gets off on these terms."

Mr. Rithet can hardly justify his antagonism to the Kootenay railway by stating that Victoria is not mentioned in the charter. He can hardly have forgotten the persistent fight made by the leader of the opposition to get Victoria mentioned in Mr. Rithet's original Canadian Western railway charter. Perhaps, as Mr. Wilson intimated, this may have been a promoter's trick to get a bonus out of Victoria, just as Mr. Rithet says the failure of the Victoria, Vancouver & Eastern bill to mention this city is a trick of the promoters of that scheme to squeeze us for a bonus.

Since the West Kootenay Light and Power Company is found to be so good an institution, we beg to move that it be given power to operate over the rest of the province. Is the amendment in order, Mr. Speaker?

The Turner government is exceedingly strong—among its hired men.

Montreal Herald.—It will have been noticed that Sir Charles Tupper is not very full of fight. He thinks that a government should go to the people after a change in the franchise and he does not want the Laurier government to press their franchise bill this session.

Major Muttar is distinguishing himself for his independent votes and subservient votes. On Thursday Mr. Booth moved to give Mr. Cotton's resolution a three months' hoist. The government immediately endorsed Mr. Booth's motion, and the gallant Major called upon the members to vote it down. Their right to debate the mortgage tax and the Toronto system should not be cut off by a motion like Mr. Booth's. Major Muttar spoke with a good deal of vim and appeared to mean every word he said, but the other members were both astonished and amused to see the Major vote for Mr. Booth's motion. Since the estimates have passed, the Major's words and votes will probably fit in better in the future.

The Colonist says that "the government stands to-day more firmly entrenched than ever in the confidence of its supporters."

Nothing better evidence than the road to Kootenay; its cost has not been shown; nor is there anything said about a Victoria connection. It has been well said, in fact, that the section of railway which the government proposes to aid begins nowhere and ends nowhere; and the specified subsidy will, if nothing more is to be given, accomplish nothing. If indefiniteness is to be advanced as a conclusive objection in one case, what is to be said of the other? The summing up of the business is that the government does not want an independent through line from the coast to Kootenay; that project does not fall in with its plans at all.

The government finds fault with the opposition for discussing the minor matters connected with their administration and the government's organ criticizes the opposition for dealing in generalities and refraining from discussing details. The government and its organ are hard up for something to say these days.

Ottawa Journal.—We cannot agree with John Ross Robertson that the Conservative party can be justly accused of playing the part of body-smashers with the buried school question. Mr. Robertson has the thing mixed up. It was the school question that buried the Conservative party. There were some body-smashers around after the general election, but Lord Aberdeen fixed them.

"CONSISTENCY THOU ART A JEWEL."

To the Editor: I have just received a copy of the Colonist with a distorted account of the railway public meeting in the city hall in your city on Thursday evening, in which they plastered fact after Mr. R. P. Bithet. I will deal with Mr. Rithet first. His only ground of opposition to this railway, he says, is that its terminus is not mentioned specifically as the city of Victoria. All very good. It is well known all over this province that when they asked legislation to go to Vancouver Island, the city of Victoria was the objective point. Are they going to build a railroad for business? I am bound to think they are, and from what I can hear and read in the papers, they have from the very first, or at least from the time that Dr. Milne and the mainland parties combined, had only one policy, to Vancouver Island and the city of Victoria. Now at this public meeting Mr. Rithet states that Victoria's interests must be safeguarded in one breath, and on the very same platform to the very same audience he says: "I am going to support the British Pacific Railway, but it runs from Bute Inlet to Quenelle." Has he not mentioned in that subsidy act that Victoria must be the terminus? No, he has not. It is painful to see such an inconsistency of greed and selfishness. "Oh, consistency, thou art a jewel."

This bill for a subsidized railway from Bute Inlet to Quenelle is not the British Pacific that James McGregor, our member in the legislature, got the sup-

port of so many of Nanaimo's best citizens to Mr. and Mrs. McGregor, and now that he has ten supporters of his favorable to the Coast-Kootenay railway to one for the British Pacific as per its original route. This railway is one to benefit by the present superannuation act, the other to be excluded from its benefits, is as near to exact equity as is attainable, the only exception being where the line of exclusion is drawn at ten years. If there be room for doubt that perfect faith would be kept with the ten-year men, the point will deserve the most serious consideration. The main point is that future civil servants are to provide their own superannuation allowance through a system of government assurance. But, even here, it can scarcely be said that the government will contribute nothing; it will contribute the difference between the rate it can borrow at and the five per cent. which it will pay on the premiums. But the country may consider itself fortunate when it gets off on these terms."

The proper railway policy is to give a through line of railway to the mainland, and have large assets on the coast in Vancouver and Victoria. The C. P. R. and Okanagan railway will never be able to keep up with the traffic. It is very best if we take the Victoria, Vancouver & Eastern railway company one year to eighteen months to build their line, but have them build the Boundary-Penticon section first so as to give the desired connection with the Shuswap & Okanagan railway.

The public meeting at Victoria, even by the Colonist report, shows that the railway is solidly behind in the house. Let the government force Heinz to combine with the Victoria, Vancouver company, our own citizens. Mr. Rithet, be a little more fair and not quite so much of a hog. You are getting a great deal of license from the people of this province, when it is remembered that you are there ostensibly for personal ends.

You have kept your word with Victoria by having Victoria mentioned as the terminus in your subsidy bill. Please do so and set the example. This is the Colonist's company, asked for in parliament. Mr. Rithet's bill is the railway was only on paper and would never go further. If this is not true I am glad, but the man who informed me is not quite so much of a hog. You are getting a great deal of license from the people of this province, when it is remembered that you are there ostensibly for personal ends.

SURVEYOR-GENERAL'S REPORT.

The annual report of Mr. Tom Kains, surveyor-general, was presented to the house yesterday. Mr. Kains states that there has been a great demand for provincial maps, and in many cases it has been necessary to issue second editions. Regarding surveys he says: "Owing to the importance of the mineral interests now being rapidly developed in this province, the activity displayed in the survey of mineral sections, it was considered expedient to adopt such regulations as would enable the department to prepare, from time to time, comprehensive maps of the various districts within a network of lines, including the general topographical features of the country, accurately show the relative positions of all surveyed sections to each other. Such a desirable result would indeed prove a boon to everyone interested in our mineral country, and any scheme which would, at reasonable expense, hasten the time when the public could be furnished with such useful information would be warmly received by the majority. The first step, therefore, in the work outlined above, was taken last season, when instructions were issued to five surveyors to make preliminary soundings throughout those sections of the territory where prospecting and mining operations were the most active. The location of these soundings and their subsequent connection together is a matter requiring considerable judgment and experience by the surveyor, while none but the best of instruments are employed in the necessary field and angular measurements. The ordinary method of carrying the country with a network of triangles, expanded from an accurately measured base, was the scheme adopted in connecting the soundings together, though a few, owing to peculiar physical features, were located by the usual process of traverse from some of the known points in the system of triangles."

The report includes a resume of the work of Dr. S. G. Gilmour who surveyed the Lillooet district; Mr. J. H. Macgregor, in the vicinity of Rosland; Mr. W. S. Dreury, in Ainsworth and Sloan divisions; Mr. J. A. Corvell, in the Kettle River country; Mr. G. de R. Green, on Boundary Mountain; and Mr. W. D. Mackay, on Texada Island.

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Hood's Pills cure nausea, indigestion, biliousness, 25 cents.

DEFINITE PROPOSAL

Memorandum Asking Aid for the Victoria, Vancouver and Eastern.

Premier Turner Promises to Give the Delegation an Answer on Tuesday.

At the second conference between the representatives of the coast cities, the promoters of the Victoria, Vancouver & Eastern Railway, the ministers, held last evening, a definite proposition was laid before the government. Besides repeating their request for a bonus, the delegates gave the government to understand that Victoria should be the western terminus of the road. Here is the proposition as submitted:

"To the Hon. J. H. Turner and Members of the Executive Council of the Province of British Columbia:

"Gentlemen: The undersigned delegates, representing the city councils of the cities of Vancouver and New Westminster, and the boards of trade thereof, having had the opportunity of discussing with you this morning the provisions of the railway aid bill, and having partially ascertained the views of the executive thereon, hereby beg to submit for your consideration the proposal made verbally concerning the subsidy to be asked in aid of a direct line from the coast, that is, with a ferry to be operated from English Bluff, on the Mainland, as will secure the city of Victoria what practically will be the Western terminus of what is known as the Vancouver, Victoria & Eastern railway. The line to be constructed from the city of Vancouver to the city of New Westminster, thence to a point of junction with the coast line of the road, to the coast as aforesaid, and thence easterly through the valley of the Fraser river at or near Hope, or the upper end of Chilliwack. The total mileage of this division of section to be about one hundred miles, more or less, and to be known as section No. 1 of the aforesaid railway scheme. The aid to be voted by the legislature for this division to be the sum of four thousand dollars (\$4,000) per mile, as specified in the bill (No. 54), the hon. finance minister, and now before the legislature. From the end of section No. 1, being a continuation of the main line easterly through the Hope mountains to the Stikine and Lower Okanagan valley to Portstewart, the distance being approximately one hundred and thirty miles, a subsidy of four thousand dollars (\$4,000) per mile to be given. The total distance from the coast, being the great line of the road, to the coast as aforesaid, and thence easterly through the valley of the Fraser river at or near Hope, or the upper end of Chilliwack. The total mileage of this division of section to be about one hundred miles, more or less, and to be known as section No. 1 of the aforesaid railway scheme. The aid to be voted by the legislature for this division to be the sum of four thousand dollars (\$4,000) per mile, as specified in the bill (No. 54), the hon. finance minister, and now before the legislature. From the end of section No. 1, being a continuation of the main line easterly through the Hope mountains to the Stikine and Lower Okanagan valley to Portstewart, the distance being approximately one hundred and thirty miles, a subsidy of four thousand dollars (\$4,000) per mile to be given. The total distance from the coast, being the great line of the road, to the coast as aforesaid, and thence easterly through the valley of the Fraser river at or near Hope, or the upper end of Chilliwack. 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KOOTENAY RAILWAY

Mr. Rithet Comes Out Flat Footed Against the Present Proposition.

He Excuses Himself by Saying Victoria is Not Mentioned in the Charter.

Dr. Milne Takes Up the Cudgels in Support of the Victoria, Vancouver and Eastern.

Last evening's meeting at the city hall started off rather quietly, but warmed up towards the end when the contending parties...

Mayor Redfern was to the chair and read the petition asking him to call a meeting...

Ex-Mayor Grant, the first speaker, proposed that a secretary be appointed and Mr. R. Drury was consequently selected.

Continuing, Mr. Grant said it often came to his mind that this portion of the province was not doing so well as the rest of the province...

After reading the petition asking for the meeting, Mr. Rithet said he thought the law should be amended so that more names would have to be on a petition before the mayor was called upon to call a public meeting.

Mr. Williams—I am not interested directly or indirectly in the road and I saw the notices in the papers.

Mr. Rithet—Mr. Williams is more interested than he would like the public to know. He has some land near Point Roberts.

Mr. Williams—I repeat that I am not interested directly or indirectly in the road and I think my word might be taken as a matter of fact.

Mr. Rithet—It will be a black day for Victoria when I sacrifice her interests.

Mr. Rithet—I didn't come in that way. (Laughter.) Continuing, Mr. Rithet said all the reports showed that it was almost impossible to build a road through the Hope Mountains...

Mr. Rithet—It was not mentioned in the charter. It looks very much as though Mr. Rithet has sacrificed the southern railway, which the people want, for his northern railway.

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the resolution amended to provide for a railway from Point Roberts on the coast to Rossland and at his suggestion the resolution was amended to that effect.

Mr. R. P. Rithet had been requested by Hon. Mr. Turner to say that he would have been present were it not for the fact that the house was in session.

Mr. Alex. Wilson favored the amendment to the charter, Victoria, he was instructed to see, were coming to his senses. Some years ago a man who wanted to build a road and ferry to connect with the Mainland was called a "crack-brain."

Mr. Rithet—I deny that. Dr. Milne—I was sitting there and I saw the notices in the papers.

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with the proposed line, and that traffic arrangements shall be offered the C. P. R. Mr. R. P. Rithet or either of their cars into Victoria, with a distinct understanding that they should be in the control of the road.

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posed to grant to other roads. (Applause.) Mr. C. T. W. Piper rose in defence of the bill, and stated that Mr. Rithet or anybody else to bring anything against Mr. Shaw, either morally or as to his ability. Mr. Shaw had surveyed the C. P. R. from Lake Superior to the coast and when his services were no longer required they were dispensed with.

Mr. H. D. Helmeck was sorry that Victorians could not work together. As to the difference of opinion between Mr. Rithet and Dr. Milne regarding the amendment to the bill, Mr. Rithet did not oppose the amendment but pointed out that the bill would have to go back to the committee to have the amendment inserted. He was going to do his best to get assistance for the coast railway.

Mr. Alex. Williams did not think the line, as outlined in the charter, would come to Victoria. He was in favor of the amendment. The amendment was carried unanimously and the meeting adjourned after a vote of thanks for the mayor's presiding.

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MGR. MERRY DEL VAL

The Papal Delegate Talks to a Reporter About His Mission to Canada.

He Parries Direct Questions Concerning His Probable Actions.

Montreal, March 29.—Mgr. Merry del Val, the Papal delegate, has changed his plans since arriving in New York, and, instead of coming here first, left for Quebec to-night. The delegate will travel in the private car of Sir William C. Van Horne, president of the Canadian Pacific Railway. The invitation was extended yesterday by Mr. T. G. Shaughnessy, the vice-president, who is in New York on some business connected with the C. P. R., and was accepted. Mr. Shaughnessy will accompany a signature a portion of the way and will then return to Montreal. Mgr. Goyon, of Quebec, who will go to New York specially to meet the delegate, will return to Quebec on the same day.

Mgr. Merry del Val in an interview with a reporter of the Herald, who went to New York to meet the delegate, Mgr. Merry del Val said: "My mission is one of peace, and I sincerely hope that it may prove successful. I shall lose no time in reaching Canada, and see the members of the government at Ottawa very shortly."

"You intend, then, to act with the members of this government in anything that may be done in connection with this matter?" "Oh, I should not care to say that. It will, of course, depend upon circumstances entirely. Then, you see, the settlement has been completed. I said a few words about that to a press representative before I left England. That interview as published is quite correct. I certainly said that I was very sorry that the Legislature of Manitoba had decided so promptly when the Pope had decided to send a representative to Canada."

"May I ask whether your mission was undertaken with a view of approving or disapproving of any settlement which the government of the Province of Manitoba might propose, or with the desire to set certain matters which appear to be at issue between two schools of thought in the Catholic church in Canada?" "I can only reply that I do not for one moment question the right of the Manitoba Legislature to enact what laws it may see fit, but in every case where a settlement is arrived at satisfaction is assured, and in this case there are certainly quite a large number of persons who are not satisfied with the arrangements which have been made."

"When Mr. Fitzpatrick requested the appointment of an ablegate did he make his wishes known as an individual member of the Catholic church or as a member of the Laurier cabinet, acting with the consent of his colleagues?" "What does he say himself?" "That he appeared as an individual Catholic, and not as a cabinet minister."

"Indeed, then, with a shrug of the shoulders, I presume we must accept his statement. I know nothing concerning the matter?" "I would like to know, Monsignore, whether you have any official relations with the Canadian government?" "But all I can say to you in reply is, ask the government."

"Was Mr. Laurier reported to the authorities of the church in Rome as a bad Catholic and a Freemason?" "Yes, that is a fact. It was not reported to me directly, but some one told me, and I commended to get well with the first box and am perfectly cured."

"Do you know whether certain of the Quebec bishops threatened refusal of the sacraments and other penalties to those of their flock who had decided to vote for Liberal candidates?" "I cannot say."

"Supposing the facts to be as I have represented them, would the bishops referred to be justified in taking this action?" "I should prefer to say nothing at the present time concerning anything which has been reported to me by the press."

"Allowing that nothing has yet been proven in regard to such matters, but merely advancing a suppositional proposition, would the bishops be justified in proceeding to such lengths for such a cause?" "That depends largely upon conditions in Canada, and as I know nothing of these yet I cannot say."

"Is there any reason which Rome would consider sufficiently strong to justify a bishop in proceeding to such lengths with any one on account of a vote cast for one political party or the other?" "Now, as that is an abstract question, I could only give it an abstract answer, and as I know that reporters are men who seek the concrete rather than the abstract I think I may be excused from answering that question."

"When Cardinal Satoli was in America he expressed himself very strongly with regard to the matter of education. May I ask if his views in regard, for instance, to Catholics and public schools are the views held by yourself and accepted by Rome?" "How did he express himself in regard to this matter?" "He stated that every Catholic had the right to send his children to the public schools, providing always that arrangements were made for their religious instruction and moral safeguarding, and he forbade any one to threaten such parents with deprivation of the sacraments or other penalties. Is that your view and the manner in which the Sacred College regards the matter?" "Yes, Cardinal Satoli was quite right in his explanation of the ruling of the church on this point. That is also the way in which this subject is regarded in Rome."

"And you recognize, as he did, the right of parents and of the state to have something to say concerning the education of the Catholic child?" "Certainly, else of what use so far as education is concerned is that institution which we call the state?" "It remains that no appointment has yet been made of a successor to the late Archbishop Fabre of Montreal. Will you aid in the selection of the next archbishop?" "I cannot say. I might mention that I know a few members of the Clerical League and one or two Canadian nuns who have been in Rome from time to time."

ESTIMATES PASS

The House Sat Until 12:30 and the Estimates in Estimates Were Passed.

gent-General's Salary and Votes Were Attacked by the Opposition

Thursday, 8th April. 1897. The Speaker took the chair at 10 o'clock; prayers by Rev. Bilton H. HEINZ'S BOND.

Mr. Williams moved: "That a resolution be presented to His Excellency the Lieutenant-Governor in Ontario, praying him to cause to be laid before the House all papers, letters and documents relating to the security arrangements relating to the Columbia & Western Railway Company under section 18 of the Columbia & Western Railway Act, 1880, and all other matters relating thereto." The resolution passed.

ARCHITECT BATTENBURN. Mr. Forster moved that a return be made to the House of the amount of money received from the Government, and the services rendered by Mr. Battenburn, for such amounts, by Mr. Battenburn. The resolution passed.

THREE MONTHS HOIST. The discussion was then resumed on the motion of the mortgage tax bill. Mr. Forster moved that a return be made to the House of the amount of money received from the Government, and the services rendered by Mr. Battenburn, for such amounts, by Mr. Battenburn. The resolution passed.

Mr. Forster remarked that Hon. Mr. Forster's statement showed that he was not satisfied with the result of the production of the Torrens system benefit the farmer. The removal of the mortgage tax was a different matter. He thought the two subjects should be separated, and in order to give Mr. Forster an opportunity to do this he moved the adjournment of the debate for four days.

Mr. Forster opposed Mr. Booth's motion. The former suffered great loss of health and the inclemency of last year, and anything that would lift the burdens of the farmers would be carried out. He would vote for Mr. Forster's resolution.

Hon. Mr. Eberts held that the registration system of the province was very good indeed. He was proceeding to argue the matter when it was interrupted by the speaker. He was proceeding to argue the matter when it was interrupted by the speaker.

Mr. Forster again pointed out that the rule was distinctly laid down in the terms of the subject in question and that it was not to be discussed on a motion of adjournment.

Major Muttter asked that the House be adjourned until the 11th. He intended to be shut off from discussing such a motion as Mr. Booth's. Mr. Booth said the subject was discussed several times before, and a resolution as his was a proper one. He was proceeding to discuss the motion when it was interrupted by the speaker.

Mr. Eberts again protested against the motion, and stated that Mr. Eberts was again rose to a point of order. Mr. Forster then rose to reply to Mr. Eberts' remark, when amid the confusion, members Mr. Eberts claimed the floor.

Mr. Eberts said the opposition wanted to hear his remarks and he was proceeding to do so. (Laughter.) After Major Muttter and Dr. V. E. Cotton had pointed out the point of order, Mr. Forster then gave the floor to Mr. Booth. He was proceeding to discuss the motion when it was interrupted by the speaker.

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LIVELY CONFERENCE

Delegates from the Coast Cities Meet the Members of the Government.

Some Plain Talk Indulged in Regarding Government's Railway Policy.

If all reports are true the people of the province lost some interesting reading matter through the policy of the government of holding conferences in private. The one held this morning between the members of the government and delegates from Victoria, Vancouver and New Westminster, regarding the Kootenay railway scheme is said to have been unusually interesting. Several of the delegates talked pretty plainly to the members of the government on the railway policy which they considered very unfair. Leaving aside the question as to which was the most important road, they asked that they be given the same bonus as the Butte Inlet-Queen's Head road, viz., \$4,000 a mile for 200 miles. Some of the speakers were made in favor of the application, particularly by Ald. McQueen, of Vancouver, who contended that the people demanded the construction of the Kootenay road. Premier Turner said the government had done one day that was expected to do in the matter. There was every reason to believe that there was as much wealth in the coast cities as there was in Kootenay, and consequently the Butte Inlet-Queen's Head road was as much a necessity as the Kootenay road. But he also held that the road from Victoria to Boundary Creek would accomplish all the objects sought for in the construction of the road to the coast; it could be built much more quickly and would cost less. He stated that his government had done their duty and any further would have to be laid at the door of the Dominion government.

Ald. Clendenning held that the government were playing into the hands of the C. P. R. Asked as to whether the land grant of 20,000 acres per mile would be given the Kootenay route, he said that the government would not say. Shortly afterwards, however, Col. Baker, in showing what the government had done to open up Kootenay, indicated the 20,000 acres and the \$4,000 in his calculations, but the premier tried to stop the Colonel, but he went right along and let the cat out of the bag.

Some of the delegates showed that the Dominion government had promised to assist the Kootenay road as far as Hope at least. Another conference will be held at 5:30 this evening, when the same standing will be arrived at. This morning's meeting was far from satisfactory to the delegates.

The delegates present were: Mayor Tompkins and Ald. Shaw, Clendenning and McQueen, of Vancouver; J. C. McLagan and Dr. J. T. Carroll, representing the Vancouver board of trade; Mayor Stiles and Ald. Owens, of Victoria; Westminister, W. H. Keay and Mr. Sinclair, of the New Westminster board of trade; Dr. Milne and J. T. Bethune, of Victoria, and N. McLean, of Vancouver, representing the Victoria, Vancouver and Eastern railway, and R. Drury, who was secretary of the public meeting held last evening.

MR. REMINGTON'S VIEWS.

He Discusses the Proposal to Erect a Smelter at Victoria.

Mr. Remington, who is interested in the smelter proposition at present being considered by the city council, was seen by a Times representative to-day and asked to give his opinions in regard to the benefits which Victoria is likely to derive from the establishment of a plant such as his syndicate contemplate building here.

"Your question," replied Mr. Remington, "is rather a difficult one to answer. The plant we propose erecting will employ a large force of men. It will also add largely to the consumption of coal and coke, which is a product of our island. If the information I have obtained is correct, it will about double the output of coke, and that naturally will necessitate the employment of many more men. Again, your mines are only in their infancy, at least so far as developments go. And if the gentlemen living in your city who own many of these prospects are correct in their judgment, also the samples taken from their properties are an average sample of the vein matter, and the assays made are correct—none of which do I doubt—then your island, Texas and other island near by, would seem to be on the great mineral zone running from the Kootenay country to Alaska. And, if so, nothing could be more desirable for your city than to have a smelter here, as it would encourage the miner. It will also induce capital to come for the purpose of developing the mineral resources of your country. This fact, once known will naturally catch the eye of the Kootenay and other Mainland mining points, and if in turn they are able to verify the statement of your present mining men, you can readily see how quickly it would produce the desired result; but as the island is now

practically unknown as a mineral belt, if your best citizens would make the statement to the mining world that they have to me, namely, that they have ledge matter consisting of pay ore, running as wide as 275 feet and some smaller than 6 feet veins, while they might be sufficiently discreet to not express an opinion, yet I fancy you will find many of the doubting Thomases converted. Again, if your timber interests are equal to other of the Sound ports, the smelting industry will be of great service to you. I take it that the tugs are unlike railroads in their charges, that is, the greater distance they can tow a ship the less they will charge, which I believe is the custom on freight with railway companies. At least, it should cost sailing vessel less money to be towed in and out of this port than other of the Sound ports, and as the ship captains can load their ships with pay freight from South American ports (that is with ore) there would naturally be a greater strife for tonnage out of your port, and I would suppose consequent cheaper rates. I am informed as the present time they are forced to buy their ballast and are at a further expense of casting it overboard when ready to load with lumber.

"Does it not occur to you, if these conditions are correct, and a plant of sufficient capacity to take care of all tonnage reaching them in the shape of ore, that the owners of these vessels would at once see to it that they were not able to purchase large quantities of ore at the minimum price, and as your mineral wealth becomes known and developed, it would in turn call for the construction of the manufacturing and the great wheel of prosperity begins to move. It must be apparent to you that at some place on the northwest coast are to be located the smelting and refining plants to handle the constantly growing output of the mines. And, as developments necessary have progressed in the past year in the mining belt, one familiar with this business can only guess at the immensity of the works necessary to take care of the ores. At what place these works are to be located must be determined largely by the enterprise and determination of the citizens of several locations offer about the same advantages. Ask yourselves, cannot Victoria become the smelting centre? And, if so, how would it affect values in the shape of realty? Would not every foot of ground double in value about your city? And prosperity once assured would not its increased values spread through the island in the way of realty, and increasing your population, which will always make more business. As you know, the expense account of each individual is as sure as taxes of death, and the more population, the more merchant and, in fact, business of every kind, and as labor is one of the first necessities, the laborer naturally is the first to feel the pulse of prosperity. In this determination of mineral deposits, of a railway terminus could benefit you so much, and, in my opinion, you really require the two to do every available acre of your island with a building. You can readily determine the mineral deposits, but your island to us, looking to the successful operation of our plant, is much like the soil and seeds of the farmer (with out each neither can succeed).

"We, therefore, are contemplating arrangements whereby we can interest any amount of capital in the development of good properties. At the present time we must, of course, largely depend on the Mainland lines for our supplies, but as it will require six months to complete this plant, we can in that time have much of our ore on the way from Mexico, California, and South American ports. And, with the development of this country with the present promising properties, it is not unlikely that Vancouver and other sister islands will become large producers.

"With the three railway systems from the Rossland, Nelson, Ladang, Slokan and other districts in the mineral zone with a shorter haul and all anxious for business an with all our supplies from island, with a freight charge of from 50 to 75 cents per ton coast charge, and the fluxes requiring sufficient precious metal to pay for the smelting, coal, \$1.50; coke, \$3, with all these facts staring you in the face, and this being a terminal point, I ask you, can we with judicious handling fail to make a success?

"I would also call your attention to the condition of the present ore supply at the smelters in Tacoma and Everett. I am told by reliable parties that Everett alone is behind in smelting the ore on hand over \$2,000,000 worth. Salt Lake City and Minneapolis, but expects to return to Victoria in about two weeks.

SINGERS DINE. Mr. and Mrs. Rowlands Entertain the Metropolitan Church Choir.

Mr. and Mrs. Rowlands were the hosts yesterday evening at a banquet tendered to the choir of the Metropolitan Methodist church, of which Mr. Rowlands has for so long been the director. The choir and several of their friends met at the Philharmonic hall at 8 o'clock last evening for a very comfortable, which, besides being prettily decorated with flowers, etc., was covered with a large array of good things for the inner man. After those present had done full justice to the delicacies prepared for them, Mr. Parfitt, on behalf of the choir, tendered the appended address, together with the gifts which the choir presented to Mr. and Mrs. Rowlands as a small token of their regard. Mr. Rowlands received a diamond set pin, while to Mrs. Rowlands a gold bracelet was presented. The address, which was read when the presentation took place, was as follows:

To Mr. and Mrs. Rowlands—We, the members of the Metropolitan Methodist church choir, exceedingly regret your departure from amongst us. We wish to place on record the esteem in which we have held both you and Mrs. Rowlands during your connection with the choir, which by your efforts has been built up until it has reached a higher point of musical excellence than ever attained before in the history of the church. We wish you every success in your new sphere, and, together with Mrs. Rowlands, you can be assured that our well-wishes will be ever with you.

Mr. Rowlands replied very fittingly and was loudly applauded. Those present then adjourned to the large hall, where a most enjoyable evening was spent.

THE RICH CLONDYKE

Recent Arrivals from the Yukon District Tell of the Great Fields of Gold.

One Pan of Dirt Gave \$538—Provisions Scarce and Dear Along the River.

The Juneau papers of Saturday, March 27, report the arrival at Juneau of six people from the interior—Hugh Day from Circle City and Eugene Binet from Clondyke, who traveled in company from the latter place, and Ed Thorp, Charles Lamb, William McKinness and George Bounds, all from Clondyke or Dawson City.

The following notes are from the Mining Record: Mr. Day brought out about twenty pounds of mail from Circle City, containing 500 letters, the first consignment from this place from the interior under the Osburn-Harper contract. Mr. Day left Juneau on November 14th last with the first mail for the interior under this contract, reaching Circle City on February 2nd. He remained there but one day to outfit for the return trip, leaving on February 4th and reaching tide water at Dyea 45 days later, averaging over 20 miles per day for each of his 37 days actual travel on the way out. On his in-bound journey Mr. Day had rather a hard experience. The ice on the river was rough all the way from Lake Lebarge to Pelly and over much of this stretch of 120 miles the trail had to be chopped through the ice hummocks with axes to make possible the passage of his dog team and its load. At Pelly Mr. Day's only companion concluded that he had enough of it and remained. Day mung the rest of the journey none. His dog feed became exhausted and his own provisions ran very low, but with some assistance from out-bound parties who he met he managed to get through to the interior. At Pelly, at Forty Mile all the provisions procurable was part of a sack of flour, which had been wet and was caked and mouldy, but it was better than nothing, and with the addition of his stores Mr. Day got through to Circle City. There he secured flour and supplies to last him back to Pelly, the only other point where supplies are procurable. Flour at Circle City is selling at 84 cents a sack, at Clondyke there is none procurable at any price less than \$50 per sack or \$1 per pound and then only when freighted in from some other point. A man named McKay took down a small quantity from Pelly, which was eagerly bought up at \$40. At Forty Mile Mr. Day paid \$215 for dog feed, consisting of ham, so rotten that it cannot be boiled indoors, but must be cooked in open air because of its intolerable stench, the price being 40 cents per pound.

But few incoming people had yet crossed the summit, probably not more than 200,000 people, differed in their creed, some being Hindus, some Brahmins, some Parsees and others Mohammedans. The cause of the famine now devastating India, Miss McKellar said, after describing the climatic conditions of the country, was owing to the opium trade. Central India, which could well be said to be the granary of the country, is now a desolate waste. The revenue from the opium trade, given over to the cultivation of the poppy, and now where there might have been fields of wheat to sustain the lives of the people these were fields of poppies cultivated for the manufacture of these same poppies. Much more money than is derived in revenue from the cultivation of the poppy must now in consequence be spent in the endeavor, which the speaker said was none too successful to preserve the lives of the famished Indians. Her work said that of her colleagues in the Presbyterian mission field did not lie in the famished districts, but they were adding to their own misery by their poverty among other things making an effort to care for children deserted by their parents under stress of famine. There were now ninety of these deserted children at Clondyke, and the larger cities of the district in which Miss McKellar resided had churches, schools and hospitals. And she herself has a college, which is attended by over 400 students. Miss Dr. Kellie is an hearty with her companion, Miss Ramsay of the English Presbyterian mission at Amoy, China.

A Groupy Congy Was Soon Driven Away by Dr. Chase's Linnseed and Turpentine. "My little boy had a bad cough," says Mrs. Smith of 256 Bathurst street, Toronto. "My neighbor, Mrs. Hopkins, recommended me to try Chase's Syrup of Linnseed and Turpentine. I got it, and the first dose did him good. One bottle completely cured the cold. It is surprising the popularity of Chase's Syrup in this neighborhood. It appears to me it can now be found in every house."

Mrs. A. Inveen, residing at 720 Henry street, Alton, Ill., suffered with sciatic rheumatism for over eight months. She doctored for it nearly the whole of this time, using various remedies recommended by friends, and was treated by the physicians, but received no relief. She then used one and a half bottles of Chamberlain's Pain Balm, which effected a complete cure. This is published at her request, as she wants others similarly afflicted to know what cured her. For sale by all druggists, Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

Edwards' Peppermint Cure is with beef tallow, leaving here June 20, reports a successful season's work. The cattle were gotten in without serious difficulty, though they were longer on the journey than was expected. The cattle were

CHARGE DISMISSED

Magistrate Macrae Gives Judgment for Defendant in the Case of Mr. Strouss.

Crown Gives Notice of an Appeal to the Full Court of the Province.

In the provincial police court this afternoon Magistrate Macrae dismissed the information charging Maurice Strouss with having in his possession a number of deer skins in his raw state with intent to export the same. Mr. Gregory, for the defendant, asked for an order releasing the skins, but this was refused, as Mr. G. E. Powell, who appeared for the Crown, gave notice that an appeal would be taken against the judgment in the form of a case stated to the supreme court.

Here is Magistrate Macrae's judgment: Maurice Strouss was charged before me on the 6th inst. with having unlawfully and in his possession at the city of Victoria on the 30th day of March last 777 deer hides in their raw state, with intent to export the same or to cause them to be exported or carried out of the limits of this province, contrary to "The Game Protection Act." The defendant pleaded not guilty, but admitted having had in his possession on the said 30th day of March 777 deer skins with intent to export the same. The only witness called for the prosecution proved that the said skins were effectively concealed in bales containing other goods and lying at the outer wharf for shipment. On the conclusion of the evidence for the prosecution, counsel for the defendant asked for the dismissal of the information on the ground that no offence had been proved, and relied on Regina vs. Boscowitz, (4 B. C. Rep. 132). Judgment was reserved. It is clear on the authority of Regina vs. Boscowitz that the mere possession of deer skins with intent to export them is not necessarily unlawful, and that, for example, the skins of deer killed either in the foreign islands adjacent to the province or by Indians or settlers in the province for their own immediate use for food, may be lawfully held for export purposes. It was not proved that all or any of the skins, the subject of this information, were not so lawfully held. In the absence of express provision in the act casting upon the defendant the burden of proving lawful possession, and in the absence of proof of such provision in any rules or regulations made under the authority of the act, I am of opinion that the prosecution has failed to prove the quasi-criminal offence charged and therefore dismiss the information. F. MACRAE, S.M.

Wherever the sun shines Dr. Chase's remedies are known, and no music so sweet to many a poor soul as the song of rejoicing over restored health in the name of Dr. Chase. Ask your dealer about them.

NEW COMPANIES.

Below are the new companies for which notices of incorporation are given in the current issue of the British Columbia Gazette. Only two have been organized by Victoria business men. The British-American Exploration and Gold Mining Co. has been organized by James Murray, W. H. Berridge and James Murphy, of Victoria. The capital stock is the enormous sum of \$1,000,000. The Shamrock Gold Mining Co. is a Victoria company, with a capital of \$250,000. The directors are A. Davidson, W. H. Brooks and G. N. Davidson. The principal object of the company is to purchase the Shamrock claim in Osoyoos. Following is the list: Shamrock Consolidated Mining Co., \$1,000,000; B. C. Mining and Milling Co., 750,000; Spokane and British Columbia Gold Belcher Consolidated Gold Mining Co., 1,200,000; Black Diamond Mining Co., 800,000; Kaskas, 800,000; British-American Exploration and Gold Mining Co., 1,000,000; Osoyoos Development Co., 1,000,000; Dominion Gold and Silver Development Co., 2,000,000; Grand Union Mining and Development Co., 1,000,000; Great Commonwealth Development Co., 5,000,000; Jubilee Gold Mines, 1,000,000; Mainland Consolidated Mining Co., 1,000,000; Land, 1,200,000; The Mines of Sicca, Silverton, 500,000; London and B. C. Alliance and Investment Co., 75,500; Lang Co., Kaskas, 1,000,000; Maritime Mining and Development Co., 1,000,000; Mines Development Co., Vancouver, 1,000,000; Montana Gold Mining Co., Spokane, 1,000,000; N. B. C. Mining Co., 1,000,000; N. B. C. Mining Co., 1,000,000; Pilot Bay Mining Co., 1,000,000; Revelstoke, Ladang and Slokan Mining Co., 1,000,000; Shamrock Gold Mining Co., 1,000,000; Silverton, 250,000; Slokan Silver Development Co., 1,000,000; Slokan Silver Development Co., 1,000,000; Slokan Silver Development Co., 1,000,000; Toronto-Salmon River Gold Mining Co., 1,000,000; Western Canada Mining Co., 1,000,000; Westminister B. C. Alliance and Investment Co., 25,000; Westminister Consolidated Mining Co., 1,000,000; Yankee Boy Mining and Smelting Co., 1,000,000.

The action of Carter's Little Liver Pills is pleasant and natural. They gently stimulate the liver and regulate the bowels, but do not purge. They are sure to please. Try them.

Two years ago R. J. Warren, a drug dealer at Pleasant Brook, N. J., bought a small supply of Chamberlain's Cough Remedy. He uses it and the results are as follows: "At that time the goods were unknown in this section; to-day Chamberlain's Cough Remedy is a household word." It is the same in hundreds of communities. Wherever the good qualities of Chamberlain's Cough Remedy become known the people will have nothing else. For sale by all druggists, Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

CASTORIA

For Infants and Children.

Castoria is a safe and reliable medicine for infants and children. It is a gentle laxative and is sure to please. Try it.

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THE RICH CLONDYKE

Recent Arrivals from the Yukon District Tell of the Great Fields of Gold.

One Pan of Dirt Gave \$538—Provisions Scarce and Dear Along the River.

The Juneau papers of Saturday, March 27, report the arrival at Juneau of six people from the interior—Hugh Day from Circle City and Eugene Binet from Clondyke, who traveled in company from the latter place, and Ed Thorp, Charles Lamb, William McKinness and George Bounds, all from Clondyke or Dawson City.

The following notes are from the Mining Record: Mr. Day brought out about twenty pounds of mail from Circle City, containing 500 letters, the first consignment from this place from the interior under the Osburn-Harper contract. Mr. Day left Juneau on November 14th last with the first mail for the interior under this contract, reaching Circle City on February 2nd. He remained there but one day to outfit for the return trip, leaving on February 4th and reaching tide water at Dyea 45 days later, averaging over 20 miles per day for each of his 37 days actual travel on the way out. On his in-bound journey Mr. Day had rather a hard experience. The ice on the river was rough all the way from Lake Lebarge to Pelly and over much of this stretch of 120 miles the trail had to be chopped through the ice hummocks with axes to make possible the passage of his dog team and its load. At Pelly Mr. Day's only companion concluded that he had enough of it and remained. Day mung the rest of the journey none. His dog feed became exhausted and his own provisions ran very low, but with some assistance from out-bound parties who he met he managed to get through to the interior. At Pelly, at Forty Mile all the provisions procurable was part of a sack of flour, which had been wet and was caked and mouldy, but it was better than nothing, and with the addition of his stores Mr. Day got through to Circle City. There he secured flour and supplies to last him back to Pelly, the only other point where supplies are procurable. Flour at Circle City is selling at 84 cents a sack, at Clondyke there is none procurable at any price less than \$50 per sack or \$1 per pound and then only when freighted in from some other point. A man named McKay took down a small quantity from Pelly, which was eagerly bought up at \$40. At Forty Mile Mr. Day paid \$215 for dog feed, consisting of ham, so rotten that it cannot be boiled indoors, but must be cooked in open air because of its intolerable stench, the price being 40 cents per pound.

But few incoming people had yet crossed the summit, probably not more than 200,000 people, differed in their creed, some being Hindus, some Brahmins, some Parsees and others Mohammedans. The cause of the famine now devastating India, Miss McKellar said, after describing the climatic conditions of the country, was owing to the opium trade. Central India, which could well be said to be the granary of the country, is now a desolate waste. The revenue from the opium trade, given over to the cultivation of the poppy, and now where there might have been fields of wheat to sustain the lives of the people these were fields of poppies cultivated for the manufacture of these same poppies. Much more money than is derived in revenue from the cultivation of the poppy must now in consequence be spent in the endeavor, which the speaker said was none too successful to preserve the lives of the famished Indians. Her work said that of her colleagues in the Presbyterian mission field did not lie in the famished districts, but they were adding to their own misery by their poverty among other things making an effort to care for children deserted by their parents under stress of famine. There were now ninety of these deserted children at Clondyke, and the larger cities of the district in which Miss McKellar resided had churches, schools and hospitals. And she herself has a college, which is attended by over 400 students. Miss Dr. Kellie is an hearty with her companion, Miss Ramsay of the English Presbyterian mission at Amoy, China.

A Groupy Congy Was Soon Driven Away by Dr. Chase's Linnseed and Turpentine. "My little boy had a bad cough," says Mrs. Smith of 256 Bathurst street, Toronto. "My neighbor, Mrs. Hopkins, recommended me to try Chase's Syrup of Linnseed and Turpentine. I got it, and the first dose did him good. One bottle completely cured the cold. It is surprising the popularity of Chase's Syrup in this neighborhood. It appears to me it can now be found in every house."

Mrs. A. Inveen, residing at 720 Henry street, Alton, Ill., suffered with sciatic rheumatism for over eight months. She doctored for it nearly the whole of this time, using various remedies recommended by friends, and was treated by the physicians, but received no relief. She then used one and a half bottles of Chamberlain's Pain Balm, which effected a complete cure. This is published at her request, as she wants others similarly afflicted to know what cured her. For sale by all druggists, Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

Edwards' Peppermint Cure is with beef tallow, leaving here June 20, reports a successful season's work. The cattle were gotten in without serious difficulty, though they were longer on the journey than was expected. The cattle were

CHARGE DISMISSED

Magistrate Macrae Gives Judgment for Defendant in the Case of Mr. Strouss.

Crown Gives Notice of an Appeal to the Full Court of the Province.

In the provincial police court this afternoon Magistrate Macrae dismissed the information charging Maurice Strouss with having in his possession a number of deer skins in his raw state with intent to export the same. Mr. Gregory, for the defendant, asked for an order releasing the skins, but this was refused, as Mr. G. E. Powell, who appeared for the Crown, gave notice that an appeal would be taken against the judgment in the form of a case stated to the supreme court.

Here is Magistrate Macrae's judgment: Maurice Strouss was charged before me on the 6th inst. with having unlawfully and in his possession at the city of Victoria on the 30th day of March last 777 deer hides in their raw state, with intent to export the same or to cause them to be exported or carried out of the limits of this province, contrary to "The Game Protection Act." The defendant pleaded not guilty, but admitted having had in his possession on the said 30th day of March 777 deer skins with intent to export the same. The only witness called for the prosecution proved that the said skins were effectively concealed in bales containing other goods and lying at the outer wharf for shipment. On the conclusion of the evidence for the prosecution, counsel for the defendant asked for the dismissal of the information on the ground that no offence had been proved, and relied on Regina vs. Boscowitz, (4 B. C. Rep. 132). Judgment was reserved. It is clear on the authority of Regina vs. Boscowitz that the mere possession of deer skins with intent to export them is not necessarily unlawful, and that, for example, the skins of deer killed either in the foreign islands adjacent to the province or by Indians or settlers in the province for their own immediate use for food, may be lawfully held for export purposes. It was not proved that all or any of the skins, the subject of this information, were not so lawfully held. In the absence of express provision in the act casting upon the defendant the burden of proving lawful possession, and in the absence of proof of such provision in any rules or regulations made under the authority of the act, I am of opinion that the prosecution has failed to prove the quasi-criminal offence charged and therefore dismiss the information. F. MACRAE, S.M.

Wherever the sun shines Dr. Chase's remedies are known, and no music so sweet to many a poor soul as the song of rejoicing over restored health in the name of Dr. Chase. Ask your dealer about them.

NEW COMPANIES.

Below are the new companies for which notices of incorporation are given in the current issue of the British Columbia Gazette. Only two have been organized by Victoria business men. The British-American Exploration and Gold Mining Co. has been organized by James Murray, W. H. Berridge and James Murphy, of Victoria. The capital stock is the enormous sum of \$1,000,000. The Shamrock Gold Mining Co. is a Victoria company, with a capital of \$250,000. The directors are A. Davidson, W. H. Brooks and G. N. Davidson. The principal object of the company is to purchase the Shamrock claim in Osoyoos. Following is the list: Shamrock Consolidated Mining Co., \$1,000,000; B. C. Mining and Milling Co., 750,000; Spokane and British Columbia Gold Belcher Consolidated Gold Mining Co., 1,200,000; Black Diamond Mining Co., 800,000; Kaskas, 800,000; British-American Exploration and Gold Mining Co., 1,000,000; Osoyoos Development Co., 1,000,000; Dominion Gold and Silver Development Co., 2,000,000; Grand Union Mining and Development Co., 1,000,000; Great Commonwealth Development Co., 5,000,000; Jubilee Gold Mines, 1,000,000; Mainland Consolidated Mining Co., 1,000,000; Land, 1,200,000; The Mines of Sicca, Silverton, 500,000; London and B. C. Alliance and Investment Co., 75,500; Lang Co., Kaskas, 1,000,000; Maritime Mining and Development Co., 1,000,000; Mines Development Co., Vancouver, 1,000,000; Montana Gold Mining Co., Spokane, 1,000,000; N. B. C. Mining Co., 1,000,000; N. B. C. Mining Co., 1,000,000; Pilot Bay Mining Co., 1,000,000; Revelstoke, Ladang and Slokan Mining Co., 1,000,000; Shamrock Gold Mining Co., 1,000,000; Silverton, 250,000; Slokan Silver Development Co., 1,000,000; Slokan Silver Development Co., 1,000,000; Slokan Silver Development Co., 1,000,000; Toronto-Salmon River Gold Mining Co., 1,000,000; Western Canada Mining Co., 1,000,000; Westminister B. C. Alliance and Investment Co., 25,000; Westminister Consolidated Mining Co., 1,000,000; Yankee Boy Mining and Smelting Co., 1,000,000.

The action of Carter's Little Liver Pills is pleasant and natural. They gently stimulate the liver and regulate the bowels, but do not purge. They are sure to please. Try them.

Two years ago R. J. Warren, a drug dealer at Pleasant Brook, N. J., bought a small supply of Chamberlain's Cough Remedy. He uses it and the results are as follows: "At that time the goods were unknown in this section; to-day Chamberlain's Cough Remedy is a household word." It is the same in hundreds of communities. Wherever the good qualities of Chamberlain's Cough Remedy become known the people will have nothing else. For sale by all druggists, Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

CASTORIA

For Infants and Children.

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ROYAL BAKING POWDER Absolutely Pure. Celebrated for its great leavening strength and healthfulness. Assures the food against alum and all forms of adulteration. The only brand of ROYAL BAKING POWDER CO. NEW YORK.

THE RAILWAY QUESTION.

Petition Requesting the Mayor to Call Another Meeting.

Following is the petition addressed to Mayor Redfern asking him to call a public meeting: We, the undersigned ratepayers of the city of Victoria, respectfully request the mayor to call a public meeting on Tuesday evening next, the 13th inst. at 8 o'clock, in the city hall, for the purpose of free discussion and the passing of resolutions pointing out to the present local government the necessity of the immediate and urgent necessity for the government commencing the work of building a direct road to the coast by Victoria, Victoria, and New Westminster across with the same. 2nd. That the government be requested to undertake the building of the road as a government work, or failing that, that they so protect any clause given that the road shall be a complete one and may become the property of the government at a set date in the future. That at least \$1,000,000 of loan act of 1887 be devoted to the same. And the Dominion government be asked to contribute \$2,000,000 more. 3rd. That the work be commenced this spring.

4th. That connection be made with the coast cities and with Chilliwack before the fall of 1897.

5th. That in the meantime and before it is possible to carry to completion the proposed bridge at New Westminster, that the railway be built to South Westminister.

6th. That the line be continued from New Westminster to Vancouver. That Victoria shall have a connection by ferry at Point Roberts.

7th. That it be particularly impressed upon the government the advisability, from a business point of view, to give the coast cities immediate and direct connection with the Kootenay country.

8th. That the golden opportunity is now and that all residents of the lower mainland of Victoria are united on the necessity of the immediate undertaking of the construction of the road.

9. That the members of the provincial legislature be asked to attend the meeting.

An old Lancashire miller, says Tibbits, who, noted for his keenness in matters financial, was once in a boat trying his best to get across the stream which drove his mill. The stream was flooded, and he was taken past the point where he wanted to land, while further on misfortune still overtook him to the extent that the boat got upset. His wife, realizing the danger he was in, frantically cried for help, crying for help in a pitiful voice, when to her sheer amazement, she was suddenly brought to a standstill by her husband yelling out: "If I'm drowned, Molly, don't forget that flour's gone up two shillings a sack!"

Goldis King Steele, Briggs. Plant your home claim with Steele, Briggs. "High Grade" Seeds, sold by leading dealers. Ask for them. Safe investment. GOLDEN RETURNS CATALOGUES FREE The Steele, Briggs Seed Co. TORONTO, ONT.

FOR SALE—A portion of the N. & S. Railway Act, containing 64 acres more or less, about 20 acres clear, never falling under the water, for further particulars apply to the secretary, H. F. Haldron, Turgeon P. O., B. C.

WANTED—I can employ five men and three ladies to work at and around here, a good thing, with good salary for post-ers. T. H. Linscott, Toronto, Ont.

WANTED. CANNASERS—Queen Victoria, B. C. and Regina, has commenced the British Empire. Extraordinary testimonials from the great men; send for copy free. Marjorie of Louis says: "The best popular life of the Queen I have ever seen." For further particulars apply to the secretary, H. F. Haldron, Turgeon P. O., B. C.

FARM FOR SALE. 100 acres on Vancouver Island, 2 miles from Duncan; good house, barn and desired orchard; splendid view; desirable, thirty chopped. JOHN DEVINE, Duncan.

J. PIERCY & CO. WHOLESALE DRY GOODS, and OUTHING MANUFACTURERS.

MINERS' OUTFITS A SPECIALTY.

Victoria B. C.

\$1.50 PER ANNUM.