

Mr. Dunsmuir's Proposal.

Committee Make Public His Reply to Their Request for Railway Connection.

Cash Subsidy and Civic Assistance to Secure Concessions From Dominion.

New Bridge Across Harbor and Present Terminal Given to City.

The railway division of the Committee of Fifty yesterday had an interview with Mr. James Dunsmuir, vice-president of the E. & N. Railway Co., in respect of his proposition to give Victoria railway and ferry connection with the Mainland.

After the conference the committee decided to make Mr. Dunsmuir's proposal public, and it is given below. The result of the conference and other information that the committee have will be embodied in a report which will be published on Friday evening.

Mr. Dunsmuir's proposal follows: "Victoria, May 1, 1899. Noah Shakespeare, Esq., Chairman Citizens' Railway Committee, Victoria, B. C.:

Dear Sir,—In response to the request of your committee regarding a public communication with the Mainland and a railway connection with the Canadian Pacific, I beg to submit, on behalf of the Esquimalt & Nanaimo Railway Company, the following proposition for the consideration of your committee:

This company will undertake to maintain and operate a steam freight and passenger ferry between Vancouver and a point on the line of this railway most suitable for connection with the Canadian Pacific railway, transferring freight to and from Victoria in the original cars.

This service would be first-class in every particular; freight would be handled promptly; outgoing and incoming freight would be delivered at its destination in a better condition than is now possible owing to the handling in making transhipment.

On all other goods, such as coal, lumber, etc., or 81 per cent, thus placing merchants and mill owners on an equal footing with those who use the Mainland.

Regarding passenger service, it is proposed to make two round trips daily for six days per week, in approximately three and one-half hours, between Victoria and Vancouver. One day each week the service would require to be a slower one, which would be necessary for a relief steamer.

Although a satisfactory service, making one round trip on the day referred to, is not a round trip on the day referred to, it is a considerable saving, as passengers so wishing may make the round trip without the necessity of remaining away from business longer than necessary; also the expense of berthing trip frequently. Two mails per day are also a great advantage, and as a matter of fact a service would in every way lessen the difficulties Victoria has through force of circumstances been compelled to bear.

The cost of maintaining and operating such a service would be very expensive, and although it is anticipated that the cost of business would materially increase, it would take some years to make the route self-supporting, provided the present exemption from taxation for a period of five years is not increased, which is not contemplated.

The first outlay would require a large amount of money, and it is anticipated that the cost of business would materially increase, it would take some years to make the route self-supporting, provided the present exemption from taxation for a period of five years is not increased, which is not contemplated.

Provided this is arranged, this company will undertake the carrying out of the above service, and will also convey to the city of Victoria the present terminal and passengers from the harbor, provided such bridge and sufficient pier be made into a public thoroughfare for vehicles and foot passengers and maintained and kept in good condition.

The service is to be inaugurated as soon after the above arrangements are perfected as practicable. In submitting this proposition and asking for your favorable consideration, we would state that the first cost of inauguration would require the outlay of approximately double the amount of the subsidy asked, and in so much as the service would be operated at a loss for some years, we would ask that as this company's interests on the Island are considerable, and it would appear to be essential that railway communication will afford our merchants the service they want, namely, to the interior of British Columbia, in which the Canadian Pacific Railway Company, prompts us to make the above proposal, which, we trust, will meet with the approval of your committee and citizens generally. We remain, yours very truly,

THE ESQUIMALT & NANAIMO RAILWAY COMPANY. JAMES DUNSMUIR, Vice-President.

QUESTIONS TO MINISTERS.

Colonel Prior Asks for Information on Several Interesting Subjects.

Below are given some questions put to the government by Colonel Prior, M. P., and the replies. They are of very considerable local interest:

BOSTON AND ALASKA TRANSPORTATION COMPANY. Mr. E. G. Prior asked:

1. Is the government aware that the Boston and Alaska Transportation Co., of Seattle, Washington Territory, U. S., is in liquidation, and that in a statement of its assets filed in court is the following: "Canadian government contract of \$154,000, on which \$60,000 has been paid, leaving a balance of \$94,000?"

2. To what contract does this relate? 3. Were services rendered by the company for which any payment was made, if made?

4. Has the government paid any amount, and if so, how much, to the said company, and when? 5. Is any further amount payable by the government to the company, and if so, how much, and for what services, if any?

6. Is this the company referred to by the government in the militia and defence, on May 13th, 1898, in the House of Commons, when he said: "The Boston and Alaska Transportation Co., of Seattle, is carrying 250 tons of freight to Fort Selkirk for the government of Canada?"

7. If any freight was carried by this company for the government, what became of it? 8. Did this company carry any of this freight to Fort Selkirk?

9. Did this company guarantee delivery of freight at Fort Selkirk on or before a certain date, and, if so, what was the date? 10. To what extent, if any, was the contract performed by the company?

The Minister of Militia and Defence (Mr. Borden) 1 and 2—The government is aware that the Boston and Alaska Transportation Co., of Seattle, Washington Territory, U. S., is in liquidation, and that in a statement of its assets filed in court is the following: "Canadian government contract of \$154,000, on which \$60,000 has been paid, leaving a balance of \$94,000?"

3. Yes, it was. 4. No amount was paid until all the goods are delivered in good order. 5. Yes. 6. No. 7. No. 8. No. 9. No. 10. No.

MR. F. C. WADE. Mr. E. G. Prior asked:

1. Was Mr. Wade, Esq., in the service of the government since July, 1896? 2. How much public money, if any, has been paid to him, and for what account? 3. Is he now in the employment or service of the government, and if so, in what capacity?

4. Has he held any of the following positions in the Yukon territory, viz., (a) Dominion lands agent, (b) crown prosecutor, (c) registrar of lands, (d) clerk of the court; and if so, which, and for what periods? 5. Was he accustomed to advise Mr. Fawcett, the gold commissioner or mining clerk, in the Yukon territory, in relation to mining claims or duties of his office?

6. What travelling expenses, if any, were made for or paid to Mr. Wade, and on what occasions and at what periods? 7. Was Mr. Wade authorized by the government to enter the interior, when holding any of the positions above, to become interested in mining claims and to practice his profession as a barrister, advocate, or solicitor, in the Yukon territory?

The Minister of the Interior (Mr. Sifton) 1. Land registrar of Yukon district, clerk of the court and crown prosecutor, and part of the year, 1896, from the public inquiry which the country demands.

2. Yes, he has done this more thoroughly; he has his reverend fingers in the Deadman's Island; he has indulged in a little blasphemy, a little vulgar abuse, and he is on the other side, I will not lump him in with the others, but what these others do for money, he does for the public, and he is a conundrum without an answer.

Mr. Morrison has testified in favor of the government in the Yukon. He has told us how he found 100,000 (!) adults swarming round the Dawson prospect, and he has done his share in getting the Yukon officials, and Mr. Sifton, from the public inquiry which the country demands.

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Innocents on Back Benches

How Government Supporters From This Province Impress Commons Visitors.

Why the East Gets the Millions That British Columbia Contributes.

Ottawa, April 30.—If the men in power to-day were fair samples of politicians, it would be beyond any ordinary man to understand why politicians should not only be allowed to exist, but should be paid for existing.

From a more spectator's point of view, they spend all the money which their people make; they mismanage everything they take in hand (like the Yukon gold fields); they pay more for things than they do for things we do want (like English immigrants); if they want to purchase anything for the people, they give twice as much for it as the price at which it being hawked round the country (as in the case of the Drummond County Railway), and they muddy everything that they meddle with, from the Civil Service, which they have debauched, and the mining regulations, of which they know nothing, to affairs which they know nothing of.

Above all, they keep a lot of decent people away from their homes dancing attendance upon them in this sweltering hot weather (80 in the shade) and the Government of the day does not seem to have anything to do, or ready to be done, but the expenses of "The Show, which have to be borne by the people, will go on all the time and at the tail end of the session, there will be such a hurry and a rush to make that funny little things will scramble through without notice.

This last week has been the week of estimates, and I confess that my personal estimate of the members who represent British Columbia is that two-thirds of them are not worth a farthing. The net showing of the estimates, is that the expenditure is to be increased by three and a half millions, this year, and that British Columbia is getting nothing out of this except a few scraps for repairs.

Why British Columbia sends Messrs. Bostock, Maxwell, Morrison, or Templeman to Ottawa, I cannot understand. Mr. Morrison opened his mouth once, whilst I was in the house, but he said something which might very likely benefit the West (introducing a bill in relation to Yukon mining regulations) and he is on the other side, I will not lump him in with the others, but what these others do for money, he does for the public, and he is a conundrum without an answer.

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with tonnage at our ports, show that the province does with its four ports of Victoria, Vancouver, Nanaimo and Comox, a business of 8,713,884 tons as compared to 2,247,400 for Quebec and Montreal. The loss to us if British Columbia was growing with such rapidity, that bodies of more importance even than that of the province, might stay to consider her future.

She is not insignificant. Her worst misfortune perhaps is that two-thirds of her representatives are...

It would be folly to let party feeling carry one so far as to attribute wickedness to such men as Messrs. Bostock, Maxwell, Morrison, or Templeman, who might as well ascribe intoxicating influence to milk, but it is absolutely hopeless to expect that British Columbia will ever get her share of influence in the councils of the country whilst represented by a band of innocent young claims on the back benches.

Senator Macdonald pleaded that the revenue of British Columbia, with a population of 150,000 for the year 1898, is equal to that of the province of Ontario, with a population of 700,000, but "every other province except B. C. is represented in the House of Commons by a party whereas the right of the inner circle, where the good things are apportioned, look after the interests of their own party."

Mr. Hewitt Bostock, who, being in the inner circle, where the good things are apportioned, look after the interests of their own party. Mr. Maxwell, who, being in the inner circle, where the good things are apportioned, look after the interests of their own party.

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Ladies Tell Each Other

of the comfort and security afforded to them by Dr. Williams' Pink Pills.

Headaches and Backaches that come expectedly or unexpectedly are charmed away, and the rich, red blood made by

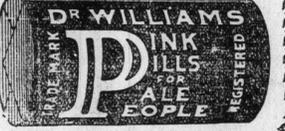
Dr. Williams' Pink Pills for Pale People

shows itself in the rosy cheeks and clear, bright eyes of those who use them. These pills are not a purgative; they give strength instead of taking it away. They act directly on the blood and nerves; invigorate the body; regulate the functions, and restore health and strength to the exhausted woman when every effort of the physician proves unavailing. Mothers anxious for the healthy development of their growing girls should insist upon their taking Dr. Williams' Pink Pills.

IN A DECLINE.

Mrs. W. Goodwin, Argyle Sound, N.S., says:—"After the birth of my first child I was in poor health and unable to recover my strength. I had a severe pain in my left side and lung, which almost made it impossible for me to breathe. I had a bad cough day and night, and was troubled with night sweats, and an awakening found myself very weak. My complexion was sallow, and my appetite entirely gone. All my friends believed me in a decline. One family physician attended me for a long time but I got no better. Then a friend advised me to try Dr. Williams' Pink Pills. Acting on his advice I bought a supply, and continued their use for a couple of months, when my health was fully restored. I am sincere in saying that I believe Dr. Williams' Pink Pills saved my life."

The wonderful success of this remedy has led to many attempts at imitation and substitution, but these never cured anyone. Refuse any package that does not bear the full name "Dr. Williams' Pink Pills for Pale People." Put up in packages that look like the engraving on the right, the wrapper printed in red ink. Sold by all dealers, but if in doubt send to the Dr. Williams Medicine Co., Brockville, Ont., and they will be mailed post paid at 50 cents a box, or six boxes for \$2.50.



Victorians From The North

Steamer Tees Brings Home the Remains of a Former Resident.

Good Progress Reported by Several Citizens—Mishap to Passenger Train.

Passengers to arrive on Sunday morning from the North on the C. P. N. steamer Tees were mostly Victorians.

They were: A. R. McDermott, Alex. Wright, Mrs. Wright, F. G. Walker, A. Kendall, Dan H. Lewis, L. M. Hunt, T. H. Roadley, H. Steinberg, J. S. Henry, M. Robertson, T. Roberts, M. Croxson, N. Allan, David Bevan, H. Ward, James and William Bryce and party.

William Bryce and James Bryce, who were on the trail to Bennett and Lindenman for upwards of six weeks, and had accomplished much work when forced to quit business on account of the disappearance of the snow. They had fifty head of horses engaged in the work, twenty-five of which they brought home with them, fourteen being secured by Mr. Bryce and the remainder are being used by Messrs. Joseph Heaney and M. Bannerman, on the Atlin trail.

Only four head were lost during the season, and this, considering the state of the trails within the last month, is a record. Five cents a pound was paid for hauling freight from Log Cabin to Bennett, but the money was well earned, for in places the horses would sink to their ears in the soft marshy ground when the ice gave away.

One hundred tons of steamboat supplies were hauled down to Bennett for the Columbia and Canadian company, and 50 tons for Hamburg & Co., of which 50 tons were taken down as far as Le on an island near Bennett. Twenty-five tons were also got through to the Hootan.

The party brought down the corpse of A. T. Whitson, whose widow and four children live at 7 Clarke street, Spring Ridge. The deceased died in the railroad hospital at Log Cabin about a fortnight ago, from a severe attack of pneumonia. He has been in partnership in business with Messrs. J. F. Bethune and Baker, and had spent but a short time in the North. His loss is a severe blow to his family. No other deaths are reported by the Victoria party. Several had better experiences with the frost on the trail, but were fortunate in losing no lives. Mr. Bryce says there are now between 700 and 800 engaged on the White Pass & Yukon railway beyond the summit, and are rapidly pushing the work of construction.

A few days before he left Skagway there had been a stampede from that town to a place five or six miles away, where gold was said to have been found. The excitement, however, did not last long.

What might have been a very serious accident happened with no bad results on the White Pass railway. The Skagway-Atlin Budget refers to it as follows: "Yesterday afternoon as the northbound train was ascending the tunnel, the single coach jumped the track at a most perilous point."

The Budget's informant, feeling an unusual swaying of the car, and wheels thumping on the ties, jumped to her feet and grasped the seats from either side of the aisle. The coach tumbled and was prevented from falling a couple of feet into the canyon by the accidental presence of a large rock.

"Had the accident occurred a few feet either way from this boulder, a tale of horror would have been told. As it was, those narrowly escaped from death paled when they looked into the depths of solid granite below them, and trembled as they thought of their narrow escape. Our informant was bruised slightly by the wheels of the car, but saw the impending danger suffered slight injuries from leaping from the car. The passengers were transferred to other coaches, and side of the road, but several preferred skank's mare, and walked to the summit."

Skagwayans are interesting themselves in the whereabouts of George Peterman, who started from Haines Mission in an open boat on March 21, and has not since been heard of. He was accompanied by his dog, Skagway very tired, and showing signs of having been in the water. Since then, in spite of the efforts of his friends to locate him, not a trace has been found of him, nor of his boat, nor of his dog. Peterman was a man of 41 years of age, short in stature, with dark brown hair and mustache. When he was on Puget Sound he would harness his old dog "Queenie" to a boy's express wagon, load it up with painting and paper hanging material, and then start out across the country, making a good living for himself and family as a travelling painter and paper hanger. He has a wife and seven children, the oldest of which is not over 12 years, living near Issaquah, Wash., who were depending on him for support.

MORE COMOX COAL. Best Fuel Yet Found on Vancouver Island Uncovered in New Shaft.

Referring to work in the Comox mines, the Cumberland News says: "The upper seam of No. 6 shaft measures 6 feet 8 inches of clear coal. The quality is fully 20 per cent. above any other coal yet found on the Island. It is particularly good for steaming purposes. Already the quality of Union coal for cooking has been proved, but the seam just found contains coal of superior quality. It was discovered here. The Union Colliery Company intend to open the upper seam a few yards on each side and then sink the shaft to the lower seam."

"The different mines owned by the Union Colliery Company are being thoroughly explored to the end that when large contracts come in the company may be in a position to fill orders quickly."

HARBOR IMPROVEMENT.

To the Editor: Now that Mr. Sorby's scheme of harbor improvement has taken some form, and that a committee of the city council have thought it advisable to send Mr. Sorby to Ottawa to lay it before the authorities there, would it not be a more commendable, and, in fact, a very necessary thing to do that this committee should without delay lay the scheme in its entirety before the general public, who are, as a matter of fact, entirely in ignorance of the details of the same. The committee appointed by the city council have at their disposal \$3,000—I believe that is the grant they have been authorized to make. The views of experts, and by any other means to obtain all information bearing on the subject.

I would most respectfully suggest to this committee that the cheapest and most expeditious way of bringing this matter before the public, which could be easily complied from the letters which Mr. Sorby has written on the matter, published in the daily papers. There was also, if I mistake not, a map published by the Province newspaper, which might aid, and, in fact, should be added. I would, however, request the committee to have the other side of the story should be shown, and that certain letters of T. W. Paterson should be included in the booklet.

Yours truly, ONLOOKER.

A Combination of Evils Bring on that Spring Trouble Known as "Tired Feelings."

Paine's Celery Compound Does a Wondrous Work for Every Run-down Man and Woman.

"Tired feelings!" These two words cover a multitude of dangers and perils, and should, when truly comprehended, be taken as serious warnings.

"Tired feelings" result from a vitiated and deranged condition of the blood and nerves, which causes a general weakness of the entire system. Constipation is usually one of the dominant troubles; digestive vigor is lacking, appetite is poor and sleep is never refreshing.

To banish "Tired feelings" the blood must be cleansed and purified, and the nerves toned and braced. This foundation work is easily and quickly accomplished by using Paine's Celery Compound, used during the month of May.

This noted remedy, purely vegetable, pleasant to the taste, is in every case just what is claimed for it. It is the one spring medicine that our best physicians vouch for; it is the great health restorer and strength giver that the best people of Canada talk about in the home and on the street.

A few bottles of Paine's Celery Compound, used during the month of May will banish all the troubles that regularly contribute to "Tired feelings" and ill-health. If you are nervous, sleepless, have indigestion, dyspepsia, neuralgia, heart troubles, kidney or liver affection, or doctor or druggist will, if asked, promptly advise the using of Paine's Celery Compound.

Yours truly, ONLOOKER.

THE YEAR OF JUBILEE.

Decreed by the Pope to Commence on Christmas Day.

From Rome, May 6.—A special dispatch signed by a bull proclaiming a century of universal jubilee, beginning December 25th next. His Holiness accords plenary indulgence to pilgrims to Rome and other recognized shrines of the church throughout the world during 1900.

Yours truly, ONLOOKER.

