

Saved from Death

A WONDEROUS STATEMENT BY A MONTREAL MAN

Paine's Celery Compound dragged him from an Open Grave.

When Life Has Almost Fled and Doctors Fail, the Wonderful Spring Medicine Gives a New Existence.

Paine's Celery Compound is a Wonder to all our Physicians.

WELLS & RICHARDSON CO.,

GENTLEMEN:—Five years ago, while living in Hamilton, I met with a serious accident, a heavy weight having fallen on me, rendering me unconscious most of the time for seven days. I went to the Hamilton Hospital where the Superintendent took charge of my case and used every possible means to relieve my sufferings. Not getting better, I left the hospital and came to this city, and suffered continuously until last year when I entered the hospital here and was treated much the same way as in Hamilton. I was told that my terrible sufferings came from injuries to the head and spine. After spending three months in hospital here I felt it as they could do anything more for me.

I afterwards went to the Nun's Hospital here, and for a time I lost the power of speech. Last Easter I had a very bad attack and was so crazy from pain and misery that I wished to die. I asked the Sisters, as a last request, for a bottle of Paine's Celery Compound, as I had heard so much of its curative virtues. They procured it for me and I commenced its use, and in three or four days I was able to get out of bed and move about. I continued the use of the Compound, and it finally banished all the troubles that had made life miserable and unendurable. I am now hearty and well; I can eat and sleep with perfect comfort, and feel like a new being. I have recommended Paine's Celery Compound to many people since, and it has proved a source of blessing to them all. It surely and truly saved me from death.

Yours truly,
S. F. AUBRY,
Seigneurs St., Montreal.

PREFERRED TO ALL OTHERS.

Diamond Dyes are the Choice of All Wise Women.

Mrs. G. Lighthall, Vankleek Hill, Ont., in a recent letter says:

"I have used your excellent Diamond Dyes in preference to all other dyes, and they have always proved satisfactory. Living on a farm, I use them to color yarns especially, to which they give beautiful and serviceable colors."

In every section of Canada, country, town and city, women do successful work with Diamond Dyes. When an old garment is dyed with Diamond Dyes it is made as good as new. Worthless imitation and soap grease dyes give muddy and sickly colors. Diamond Dyes colors are always bright, full and never fading.

Write to Wells & Richardson Co., Montreal, P. Q., for book of directions and sample card of forty-eight colors. Sent free to any address.

WANT TO KEEP YOUR NEURALGIA?

Of course you don't; so you should take Scott's Emulsion. It is a fact this remedy cures it; and it cures nervousness, nerve debility and insomnia.

For Sale.

The subscriber offers for sale the following properties, formerly owned by the late Richard Pillman, at French River, New London.

1. A farm containing 25 acres, all cleared and in a good state of cultivation, sloping to the south.
2. A plot containing 2 acres, with good dwelling house containing 11 rooms and a new barn and wagon shed, thereon.
There is also thereon a store, complete with shelving, etc., and a granary.

3. One acre of land, across the road, opposite the store, and building lot at the cross roads, near the store.
These properties are well situated in one of the finest localities in Prince Edward Island for business or farming purposes.

The subscriber also offers for sale a dwelling house and lot at Kensington. The house contains 11 rooms, and is in good repair.

For further particulars apply to Messrs. McLeod, Morson & McQuarrie, Solicitors, Charlottetown, or to the owner, LAVINIA J. PILLMAN, n 20 s. J. 3mo Ayer, Mass.

THE SITUATION.

ABLY REVIEWED BY SENATOR FERGUSON.

Overwhelming Arrangement of the Government.

(Continued from Hansard.)

Now, however, we have only the government plan before us, and we have only that to deal with as set forth in this contract, and that is for building a railway from the head of Stikine River to Teslin Lake, and to depend upon water communication for the rest of the journey. And now for the building of that road what is the consideration that we are asked to give? I have already said that if that road were of a broad gauge and of a substantial character, and if a policy were announced of reaching Fort Simpson or the head of the Portland Canal, get an open ocean port there, the building of that road would be a matter well worthy of the consideration of the House and the country. But even then we would have to look carefully into consideration we were giving for the building of that road. What is that consideration? We are asked first in this contract to give the company 25,000 acres of mineral lands in the North-west Territories for every mile of railway. It is true that that railway is spoken of in the contract as 150 miles long, and there is also a provision that the Governor in Council or the Minister of Railways can object to the granting of lands for a greater length than is considered necessary to connect the two points Glenora or Telegraph Creek and the head of Teslin Lake. But after going carefully over Mr. Jennings' report I think most of us will come to the conclusion that the railway is going to be more than 150 miles long. It will certainly be very much longer if it starts at Little Canyon as Mr. Jennings thinks it ought to start. In that case it will be 208 miles. Even if it starts at Telegraph Creek or Glenora and reaches Teslin Lake, after reading Mr. Jennings' report we come to the conclusion that the railway is going to be more than 150 miles long, and if that is so there will be more than 2,750,000 acres to give to the contractors as a consideration. I look upon this grant of four or five millions of acres to these contractors as in itself a most extraordinary consideration. My hon. friend the senior member from Halifax pointed out what he thought was a modification of this extraordinary grant. He pointed out the fact that the Company would only be able to claim 92,000 acres at a time, that for every ten miles of railway they would build they would get this proportionate amount, they were not, he said, able to go in and gobble up all the country at once. He thought that ought to be taken into account as something that would guard the public interest. To my mind it makes the matter more dangerous than it would otherwise be, for then these gentlemen will be able to hold their hand and operate in detail. They will be able to make every miner and prospector that goes into that country an agent of theirs, and when any valuable gold is found before any considerable body of miners can go in there and fix locations the company can strike a base line and gobble up the locality. The mineralized territory is very large, and prospectors will wander up and down that country, and the experience of the past has been that hundreds may pass over ground and find nothing, and the next man may come along and find gold, and gold will be found from time to time in places that were not thought to be fitly auriferous at all in the first stages of exploration. But this company having enormous interests there with their surveyors and mining engineers and experts of every kind, that money can command, will be able to watch the movements

of these miners, and as soon as ever a strike is made in a particular locality which is found to be valuable, they can run a base line, and at once secure the ground. The miner who is in there may be able to remain although there is no provision in the contract that he has the right to use any fuel. There is a reservation of water courses but no reservation of timber for fuel, and any solitary miner who gets into a valuable belt of country would be driven out as soon as the company strike their base line, because he could not use a stick of timber for fuel and we know that in placer mining fuel is absolutely necessary, and it is not very plentiful in that country. The hon. Secretary of State in reply to the hon. gentleman from Victoria pointed across the House and told him "why is the hon. gentleman so alarmed about this grant of land? The British Columbia government have been making enormous grants of land for railways, and why is he so alarmed because such a grant as this is made in the Yukon country far away in the north." Let me tell my hon. friend that I have gone over the Acts of British Columbia very carefully and I find no such grant of land as this has ever been made by the government of British Columbia.

Hon. Mr. Scott—I beg the hon. gentleman's pardon. There were two or three companies that received land grants, 20,000 acres per mile.

Hon. Mr. Ferguson—As far as the bare statement of so many acres a mile goes the hon. gentleman may be right, but he is just right that far and no further. How far have mineral rights been given to them.

Hon. Mr. Macdonald—(B. C.)—That is the point.

Hon. Mr. Ferguson—Yes that is the point.

Hon. Mr. Boulton—I should like to ask the hon. gentleman whether he approves of giving lands which would probably develop the resources of the North-west Territories to develop the resources of British Columbia.

Hon. Mr. Ferguson—I will reach that later. My point is that there is not in the legislature of British Columbia or any province of Canada, or I doubt very much whether there is in the legislation of any country under the sun, such a proposal as to hand over an immense block of mineral lands in the way these hon. gentlemen are proposing to hand over these lands. There are only two cases in the legislation of British Columbia where I have been able to find precious metals have passed at all to railway companies. In granting aid to a railway on the very same route as this from Glenora to Teslin Lake, there is a grant of aid in the British Columbia statute book of 5,000 acres per mile on each side of the railway in alternate blocks, and precious metals are entirely reserved. There is no right or privilege given with regard to precious metals at all. There is another Act, and this stands out alone of its character in the statute book of British Columbia, as far as my investigation has gone—and I have gone over the statutes with a good deal of care—there is what is known as the Cassiar Central Railway aid to extend from the head of the Stikine River to the Dease River in the northern part of British Columbia, and there it is proposed to give a lease of land to this company for 35 years, and there is a process by which the lands are to be selected, and precious metals do pass in that contract, but that is the only one in which they pass. But what are the restrictions in connection with it? They are these: that any free miner notwithstanding the grant of these lands to the company, can go in and look for and work and secure a mine upon any of these lands, with a further provision by which the company may go in as a partner with him, and they can buy him out or sell to him, but it is provided that the free miner shall have every right and privilege there subject to the selling out or buying out. He shall have fuel and he shall have water and every other privilege and right to carry on his business under the mining and land laws of British Columbia. In every other Act of grants of land that I can find on the statute-book of British Columbia there is this general provision: "Nothing in this Act contained shall prejudice the rights of the free miners to search for, get and win precious metals and to use timber for mining purposes, subject to the mineral and land laws of the province."

There is not to be found in the legislation of British Columbia or any other legislation in Canada any parallel to this extraordinary proposition made to this House on the present occasion to grant away absolutely this 4,000,000 or 5,000,000 acres of land to this company as a consideration for building a tramway. Some of the government organs said it took their breath away when they heard it in the first place and I am not surprised because that is the impression it has upon me when I consider it at the present moment. The government say there are 80,000,000 acres of mineral land there and what signifies 4,000,000? If it were 4,000,000 taken in one slice at the side or any one part of that 80,000,000 there might be something in that excuse, but even then it would be extraordinary. It is a most extraordinary contract in every way you look at it. Then there is another provision or lack of provision in it that is remarkable. In the acts of the province of British Columbia, I find reservations with regard to town sites. There is here a reservation with regard to arable land. They might safely put that in. I fear there is not much arable land up there and the amount of advantage to the public from reserving the arable lands I do not think is great. But why has there been no reservation regarding town sites? In many of the Acts of British Columbia—I think in most of them—there is a provision of this kind that wherever town sites are laid out the company has to pay the Government \$5 an acre for the land so laid out, and the Government reserve one-fourth of all these lands used for town sites. So that the

A

What does A stand for? When some friend suggests that your blood needs A sarsaparilla treatment, remember that A stands for AYER'S. The first letter in the alphabet stands for the first of sarsaparillas; first in origin, first in record, first in the favor of the family. For nearly half a century

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has been curing all forms of blood diseases—scrofula, eczema, tetter, rheumatism, erysipelas, blood poisoning, etc. There's a book about these cures—"Ayer's Curebook, a story of cures told by the cured,"—which is sent free on request, by Dr. J. C. Ayer, Lowell, Mass. The book will interest you if you are sick or weak, because it tells not what it is claimed the remedy will do, but what your neighbors and fellows testify that it has done. Will it cure you? It has cured thousands like you. Why not you?

Government benefits by the development of the country and the laying out of towns, but there is no such provision here. The company are going to have the town sites the minerals, everything in sight, going to have it all and there is no restriction of any kind placed upon them. My hon. friend the Secretary of State said: "oh, but 100,000 acres, if they were free to select it just wherever they liked, might pay for the whole thing." When my hon. friend made that statement he gave away the whole case, because he knows very well that while they will have to take some land which may or may not contain quartz along with river beds which contain placer mines, they would take very good care they will run no base lines except where they find there are good tracks. They need not be in any great hurry. They can wait and watch. They will spread all the country over with their agents and officers, and they can watch their time. As I said before when miners strike rich mines they can go in before many of them get to work or even after they are in, and by the peculiar method of settling the blocks they can freeze them out. I think that altogether the consideration is so enormous that it should be condemned, and I feel almost certain that hon. gentlemen in the government will modify this extraordinary bargain, and bring it into some shape yet; that they will use their influence with the contractors and have this extraordinary contract shorn of its worst features. The desire which we all have to give relief to the hardy adventurers who may go into that country and get the trade of the Yukon country is very great, but the government have brought before us such an extraordinary agreement that it will be impossible to get the people of this country to accept it. What do we find in Mr. Jennings' report? He estimates that 12,600 people going in there and paying five cents a mile and each taking in three fourths of a ton freight will give in a period of four months earnings amounting to \$540,000. The cost of operating is estimated at about \$55,000 a year. There will be a clear profit of \$209,000 a year on the working of that tramway, after allowing ten per cent for depreciation and interest on the first cost. Capitalize that sum of \$209,000 at four per cent, and you have the sum of \$5,225,000. Then there are the various monopolies that this company has. There is to be no other company chartered; from the head of Lynn Canal except this.

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