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will cure dyspepsia, heartburn, malaria, kidney disease, liver complaint, and other wasting diseases.

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Murray & Lanman's
FLORIDA WATER.
Best for TOILET, BATH and HANDKERCHIEF.

BRITISH COLUMBIA.

Progress of the Canadian Pacific Railroad.
The New Pass in the Selkirk Range—Construction of a Big Dock at Victoria.

San Francisco Chron. cl.
R. L. T. Galbraith, member of the provincial legislature of British Columbia from the Kootenay district, has been sighted in this city for several days. To a Chronicle reporter who met him yesterday the provincial legislator furnished the following information relative to the Selkirk Range in the Northern possession:
Politically British Columbia is divided into two parties, the government or "Ins," and the opposition or "Outs." At a recent election for members of the local house of parliament, which will convene at Victoria on the 25th inst., the opposition made a strenuous and well managed fight for the supremacy and the displacement of the present ministry, of which R. B. Heavens is premier. They failed, however, to win the day, and the government party will go into the next legislature with a majority sufficient to retain the Heavens ministry in power for the next four years.

THE DRY DOCK AT ESQUIMALT.
Diverging from political affairs, Mr. Galbraith referred to the prospects of the province and several enterprises which are being pushed forward, and the least of which is the building of a dry dock at Esquimalt, on Vancouver island, three miles from Victoria. The dock, when completed, will accommodate the largest vessel of the English navy and compare favorably with any in the world.

Operations on the dock were commenced three years ago, and at present about one-third of the work has been completed. When the project was first canvassed it did not contemplate the building of such a large dock, but at the instance of the imperial government of England and the dominion government of Canada— they making a joint appropriation of \$250,000—the plans were enlarged. The estimated cost of the dock, as by the enlarged plans, was \$350,000, which with the appropriation would leave the province but \$100,000 to furnish. The cost, however, will exceed that figure, as it has been found necessary to build a coffer dam at considerable expense. The scheme provided for contract work, but the government was unfortunate in awarding the contract to McNamee & Co., of Ottawa, who, after getting the work well under way, failed a few months ago, and left the work on the hands of the government. Rather than let the construction be retarded the government took hold of the matter last June, and since have been pushing the work forward by day labor—employing about 100 men. The principal work is excavating, cement and stonework. A new contract for the completion of the dock and the building of a wrought-iron traveling crane will be awarded on February 15th. There is no restriction as to who shall bid, and Americans are equally as eligible to compete for the contract as are Englishmen and Canadians, the only condition being that a \$25,000 bond is required.

PROGRESS OF THE CANADIAN PACIFIC.
Of the probable completion of the Canadian Pacific railroad in the near future Mr. Galbraith is very sanguine. He says that the road west from Winnipeg, through Manitoba for about 1,000 miles, is already in operation, and will be completed to Calgary, on the east side of the Rocky mountains, by next fall. From Calgary west to Sweeney lakes, near Kamloops, in British Columbia, a distance of 600 miles, surveys are now at work. This stretch of the road will be known as the Kootenay, or Rocky mountain division of the road. The main obstacle of this division was the finding of an eligible outlet through the Selkirk range of mountains, but a few months ago a party of surveyors under Major Rogers, the chief engineer, discovered a good pass, which will be known as the "Roger Pass." It will run via Beaver river and Bellefleur and has an elevation of 5,000 feet above the sea level, being 1,000 feet lower than the Kicking Horse pass in the Rocky mountains. If it should be crossed at its highest elevation no tunneling will be necessary, but at an elevation of 1,000 feet and a half miles of tunneling will be required. The cost of the road on this division, or at least that portion of it from the summit of the Rocky mountains to Shuswap lakes, will be very heavy. Two parties of surveyors will work on this division this winter, making their headquarters on Blackberry creek, a tributary of the Columbia river. They will work west in the Selkirk range, toward Kamloops, the eastern terminus of the Yale or British Columbia division of the road. Supplies for the Kootenay division are now received through Washington territory, the Northern Pacific railroad delivering them at Sand Point, I. T., where they are shipped by pack trains to Kootenay, a distance of about 175 miles.

DIFFICULT RAILROAD ENGINEERING
The Yale or British Columbia division of the road extends from Yale on the Fraser river, east to Lytton, 330 miles. This division was the most difficult of all to build, the route lying along the rocky bank of the Fraser river, which necessitated blasting or cutting through the mountains. The division is being constructed by contract, Oatendunk & Co., behind whom is D. O. Mills, being the contractors. They have been at work now about three years, and the contract calls for the completion of the division within five years. The entire line from Yale in British Columbia to Winnipeg is expected to be completed within four years from the time the surveys are made. Major Rogers, the chief engineer, who is at present in St. Paul, Minn., will return in the spring, and with a number of surveying parties will complete the final survey of the road, so that within three or four years the entire line will probably be in operation.
A GIANTIC MONOPOLY.
The promoters of the scheme are a syndicate of English, Canadian and American capitalists, with William Stephens as president. Their opera-

will not cease upon the completion of the Canadian Pacific, but they contemplate extending their carrying trade east of Montreal. They also have in view the construction of immense steamship lines to connect their road with China, Japan and Australia on one side and Europe on the other. The subsidy they obtained from the Canadian government was immense, and it is reported that they are now marketing \$30,000,000 worth of new bonds with which to extend their business interests this year.

When asked as to the probability of the Chinese evading the restriction law by invading this country overland through British Columbia, Mr. Galbraith stated that he understood that it was being done, but did not know positively. He did not, however, see what was to prevent the Chinese from coming here through British Columbia and via Washington territory. The journey would entail some hardships, but they were not of such a character as would deter the Mongolians from making the trip.

One on the Barkeeper.
Washington Crit.
A few evenings ago while half-a-dozen gentlemen were standing at the bar of one of the most fashionable uptown saloons a well dressed, good-looking stranger entered the room and walked straight to the bar and addressed the barkeeper in language like the following:
"Stranger, I am in a very, very bad condition. I want a drink; I must have a drink, but I am compelled to make the humiliating statement that I am unable at present to pay for it. If you will be kind enough to favor me in my extremity, you shall be paid, sir."

"We don't keep whisky to give away here," was the blunt reply of the barkeeper. The stranger begged, but the barkeeper was inexorable and even rudely. The mild-mannered stranger turned to the gentleman who had been witness to the conversation, and said: "Gentlemen, you are all strangers to me, but would one of you be kind enough to loan me the price of a drink? I will pay it back." One of the party addressed handed the stranger 15 cents.
He stepped to the bar and said: "Now, can I have a drink?"
"Yes," said the barkeeper, "anybody can get a drink for the money here."
"I thought so," said the stranger.
The bottle of "red licker" was placed on the bar; the stranger filled his glass liberally.

"A little bitters in there, if you please," said the stranger. Then, when the bitters were furnished, he asked for a larger glass of water, which was also set up. The stranger drank his beverage and then turned to the man who had loaned him the money, and said:
"Stranger, I make it a point of honor to pay borrowed money before I pay whisky bills; here is your 15 cents; I am greatly obliged for the loan; and so saying he walked out. The dazed barkeeper seeing that he was sold, and that the laugh was on him, ran to the door and called to the stranger to come back. The stranger promptly returned and inquired: "What do you want?" The barkeeper replied: "That was a cute trick you played, and I own up that you caught me. The drinks are on me. What will you take?" "Excuse me, sir," replied the stranger, "I drink only with gentlemen; I cannot drink with you, and the mystery stranger walked away, leaving the barkeeper to wonder whether it would not have been better to give a stranger one drink than to be caught by a trick and have to 'set them up' to a whole crowd.

Value of Snow to Farmers.
Farmers often express their preference for an "open" winter, chiefly because the temperature is likely to be tolerably warm and stock require less protection. Snow, however, is of great value to farmers. It is infinitely preferable to mud to walk on, as it is clean. Where farmers have much teaming to do snow is of great advantage. It enables them to haul heavy loads with light teams. Sleds cost much less than wagons, and are much easier to load. Two months of good sledding are of great value to farmers living in the west, where the roads are generally in a very bad condition. It enables them to draw to market all their heavy crops, and to haul to their homes all the fuel, fencing, building materials, and heavy supplies they need during the year. It also enables them to draw the manure from the stables and stock-yards into the fields where it is to be used. By hauling it over the snow the mud beneath is not injured, while very large loads can be drawn. By drawing out the manure that accumulates during the winter on the snow considerable is accomplished in doing the work generally performed in the spring. Clean snow is desirable for support for hay and straw for feeding to stock. When they are placed on snow they will be eaten up cleanly and there will be no waste. Snow is of great value for protecting all kinds of crops that live over the winter. It is especially valuable for winter grain, clover, and the cultivated grasses. When they are protected by a few inches of snow during the winter they generally come out in excellent condition in the spring. Snow is general this winter throughout the west, and it affords a good indication of good crops of hay and grain and a season of prosperity for farmers.

Sept. 14th, 1880.
Hop Bitters Co., Toronto:
I have been sick for the past six years, suffering from dyspepsia and general weakness. I have used three bottles of Hop Bitters, and they have done wonders for me. I am well and able to work, and eat and sleep well. I cannot say too much for Hop Bitters.
SIMON ROBBINS

Horsford's Acid Phosphate
removes the uncomfortable feeling sometimes experienced after excessive smoking or chewing.

A Vexed Clergyman.
Even the patience of Job would become exhausted were he a preacher and endeavoring to interest his audience while they were keeping up an incessant coughing, sneezing, or blowing their noses. It is, therefore, a good thing to be rid of such ailments. The best way to do this is by simply using Dr. King's New Discovery for Consumption, Coughs and Colds. Trial bottles given away at C. F. Goodman's drug store.

ELECTRIC COBBLERS

The Life Led By a Telegraph Line Repairer—Men Who Climb for Bread.

"Of course our life is a hard one," said a telegraph lineman to the writer yesterday, "but it's a healthy one, and we don't mind the work much except in winter. For the next three or four months we will have all we can do, and the worse the weather the greater the number of crosses, grounds and escapes. Whether trouble is discovered on a Western Union wire or near the city one of us is sent over the line. In the winter it is some distance out, a repair is sent from a neighboring town, with perhaps another from here, and they advance toward one another until they meet, or one of them has removed the trouble. When the wires run alongside the railroad we can sit in a passenger car or a caboose and watch the line; but when they follow the turnpike or cut across lots we have to travel on horseback or on foot. No outsider can realize the amount of labor required to keep a couple of hundred wires in working order."
"What are the principal causes of interruptions?"
"Storms, especially of wind and sleet. The former make the wires swing together, and they finally become tangled up like skeins of silk or yarn, a state of affairs which renders most of them useless. Cold rain or snow sometimes settles on the wires and grows thicker and heavier until the weight of the ice is sufficient to break them. Not knowing the extent of the damage a single lineman is often sent out by chief operators to repair it. On some occasions I have found from twenty to fifty breaks inside of a single mile, where the storm was the heaviest, and of course I had to stay out all night. Under such circumstances we have to sleep where we can and eat what we can get, or go without. New York is the worst place in the country for sleet storms. On three occasions I have seen the whole 400 wires of the Western Union in the city broken by sleet, and nearly every street in the city filled with masses of tangled wire. Why they didn't even have a wire from the main office to the Fifth Avenue hotel, and every instrument in the room was still. Such storms are generally local, and the operators are sent over to Jersey City or up to Williams bridges to work while we are repairing the wires in the city. The interruptions have never exceeded sixty hours in duration, and this will give you an idea of the speed with which competent climbers work when the trouble is accurately located for them. Most of our trouble in the city arises from the carelessness of workmen. Only yesterday I saw some men at some new buildings on Fifth avenue dragging some heavy ropes over the top of the wires. They crossed and tangled those wires so that you couldn't tell them apart, and broke a number of them. Men who move houses are also very careless of sending wire to the main office, so that a duster could be on hand, they knock the wires all to pieces and let the chief operators locate the trouble for themselves. Occasionally we are bothered by the limbs and foliage of the trees, and an attempt to remove the obstructions is nearly always resisted by the farmers. Once a farmer emptied a shotgun at me because I refused to come down out of his apple tree. My partner and I went off, apparently giving up the job, but in the morning, when the farmer went into his orchard, he discovered that we had 'been there' during the night."

"What is the most disagreeable branch of the business?"
"A lineman's position on a railroad. In case of a wreck he is frequently compelled to get up at 12 o'clock at night in midwinter and climb icy poles in a blinding snowstorm."
"Is this life dangerous one?"
"Not particularly so for a man not subject to giddiness, who has a clear head and a firm hand. When accidents do occur they are generally the result of carelessness. There is nothing so gratifying to a new hand at the business as to have a crowd gathered near the base of a high pole watching for him to fall from the cross-arms. In the country these mid-air performers are the idols of the females of the community."

"Is this a monotonous one?"
"Generally so. We frequently have to contend with fire and flood, and there are all sorts of minor accidents liable to happen. A lineman in Pennsylvania was once treed by a bear for three hours. The bear wasn't a very big one, but he had fasted for many days and was mighty hungry. The brute tried to climb the pole, but it was so smooth that he always slipped down before getting more than half way up. At last the man, being chilled through, and having emptied his revolver without effect, realized that he could hold out but a short time longer, and resolved to jump and run for it. In his descent he struck full on the bear's skull and knocked it unconscious. He didn't stop to ascertain the bear's injuries, and always afterward fitted himself out like a walking arsenal whenever he visited that locality."

THE BAD AND WORTHLESS
Are never imitated or counterfeited. This is especially true of a family medicine, and it is positive proof that the remedy imitated is of the highest value. As soon as it had been tested and proved by the whole world that Hop Bitters was the purest, best and most valuable family medicine on earth, many imitations sprung up and began to steal the notices in which the press and people of the country had expressed the merits of H. B., and in every way trying to induce suffering invalids to use their stuff instead, expecting to make money on the credit and good name of H. B. Many others started neotoms put up in similar style to H. B., with variously devised names in which the word "Hop" or "Hops" were used in away to induce people to believe they were the same as Hop Bitters. All such pretended remedies or cures, no matter what their style or name is, and especially those with the word "Hop" or "Hops" in their name or in any way connected with them or their name are imitations or counterfeits. Beware of them. Touch none of them. Use nothing but genuine Hop Bitters, with a bunch or cluster of

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