

SHIPS AND SHIPPING.

Formation of New Steamship Co. to Compete For American Cotton Trade.

The "Satellite" and "Icarus" to Go North—Steamship Tacoma Due To-day.

Mr. E. H. Butler and Mr. Asano, who arrived here by the Empress Tuesday, were on Wednesday introduced to a number of Victoria's leading business men, who wished them success in their important commercial undertakings and saw them depart later in the day for San Diego, Cal. Mr. Butler was formerly a resident of that city but is now largely interested in the watch manufacturing of Osaka. He has recently succeeded in securing the formation of a steamship company to become a strong competitor for cotton freights from America, the proposal being to work in conjunction with the A. T. & S. F. railway and make San Diego the shipping point. After arranging matters with the citizens of the California port, Messrs. Butler and Asano will proceed to England direct to place contracts for four large ships for their new route, each with a cargo capacity of 5,000 tons.

Several important naval changes are about to take place affecting the vessels at present in Esquimalt. The first of these will occur to-day, when H.M.S. Icarus takes her departure for Northern waters, where she will do patrol duty. It was rumored last night that she would carry a survey party north, but the report is not confirmed. The Satellite, which is also in Esquimalt, goes north on Monday, and her destination is Ounakaska, Collector Milne has made arrangements by which the vessel will carry a mail to the North. Accordingly letters addressed to Ounakaska will be received at the custom house until Saturday at noon. The Satellite and Icarus are both, it seems, to remain north until September. Upon their arrival at Ounakaska the Pheasantaria for Esquimalt, and will be joined at the station by the Wild Swan, which is expected from the South. On Monday the Imperious will also take her departure, going to Vancouver from here.

Sailing from San Francisco on the steamship Walla Walla yesterday morning were the following saloon passengers for Victoria: Reginald Hayward, E. C. Hayward, H. A. Vantassel, Miss Dutham, Wm. Gordon, Mrs. H. Moss, Miss Powell, J. W. V. Watson, W. C. Gorgas and wife, H. Yorke, Miss Stetson, John M. Burnett, Mrs. Pope, J. A. McLeod and sister, Mrs. Clausen, G. P. Fields, and Miss Fraser.

The Northern Pacific Steamship Tacoma is expected to arrive from the Orient to-day.

The steamer Angeles, from Roche Harbor, came in yesterday for a load of powder.

THE CITY.

TEXADA island has been transferred from the Westminster mining recording district to that of Nanaimo.

NEXT week's social under the auspices of the Y.W.C.T.U. has been fixed for Wednesday evening instead of Friday.

AMONG the appointments in the B. C. Gazette yesterday is that of Hon. Forbes G. Vernon, agent-general of B. C., as representative of the province on the governing body of the Imperial Institute.

The remains of Kathryn, the little and only daughter of W. J. White, Pine street, Victoria West, were laid in the grave yesterday evening, the funeral services being conducted by Rev. W. Leslie Clay.

In the provincial police court yesterday, before Mr. T. R. Smith, J. P., D. V. Thurston was committed for trial on a charge of stealing a horse and buggy from Edwin Lee on the 16th inst. at Telegraph Bay.

ARGUMENT in the Anderson Stock Co. v. Parker was continued yesterday before Mr. Justice Walkem, and was further adjourned till this morning. Hon. C. E. Pooley, Q. C., for plaintiff, Mr. H. Dallas Helmecken, Q. C., for defendant.

The July number of the Canadian Architect, Toronto, contains a full page illustration of the new Dominion buildings now in process of erection, giving the several elevations, interior plans, etc., accompanied by a brief description.

From the family residence, 167 Pandora street, the funeral of Fredericka, youngest daughter of Mr. Wm. Grimm, took place yesterday morning, and was well attended. The funeral service was conducted in the Roman Catholic cathedral by Rev. Father Nicolayev between 9 and 10 o'clock.

A JOLLY crowd of children, filling comfortably three coaches, made up a train load of pleasure seekers who picnicked on the pretty beach at Sidney yesterday. It was the annual outdoor gathering of the St. Barnabas' Sunday school, and with a pleasing programme of sports and pleasant weather the outing was very agreeable to all.

The Independent Mining Co., limited liability, with a capital stock of \$1,000,000, has been formed with headquarters at Westminster. The object is to acquire the independent mineral claim and to do a general mining business in the province. The trustees are James B. Kennedy, Louis Williams and Howard Ludlow DeBeck, all of Westminster.

The library of the Legislative Assembly is in receipt this week of a number of contributions, including Vol. I of the Transactions of the Royal Society of Canada, 1895, which contains several papers of local interest. "Late Prehistoric Man in B.C." (by Charles Hill-Tout, Vancouver); "Haida Grammar" (by Rev. C. Harrison, Massett, Q.C.I.); "Preliminary Catalogue of the Marine Molluscs of the Pacific Coast" (by Rev. Geo. W. Taylor, Nanaimo); "Some fossils from the Nanaimo group of the Vancouver cretaceous," and "Note on the occurrence of Primonia reseda on the coast of British Columbia" (both by J. F. Whittears, Ottawa). "On the collection of Tertiary Plants from the vicinity of the City of Vancouver" (by Sir Wm.

Dawson); "The Farming Industries of Cape Colony" (by Robert Wallace, F. R. S., etc.); a finely printed book of nearly 600 pages published by P. S. King & Sons, London, Eng. and the last Annual Report of the U. S. Geological Surveys, together with some dozen bulletins of the same department issued by the Smithsonian Institute.

The Ladies' Auxiliary wish to express their sincere thanks to the Fifth Regiment C. A. Band for their kindness in giving a delightful concert at the Jubilee hospital grounds on Tuesday evening, 21st inst., whereby they were able to add a nice little sum to their hospital fund, besides giving a great treat to the inmates of the hospital.

THE MINING OUTLOOK.

Mr. W. B. Dennis, president of the Port Townsend Board of Trade, and vice-president of the Northwest Mining Association, is in the city. He is a brother of Mr. G. B. Dennis, of Spokane, president of the Northwest Mining Association, and is in close touch with the mining world. Speaking with a representative of the Colonist yesterday, Mr. Dennis said:

"I believe that British Columbians hardly yet realize the vast treasures of wealth that lie locked up in the mountains of their own country. No one can visit the mining camps of Trail creek and Boundary creek without being deeply impressed with the great opportunities for profitable investment which these districts afford. I predict that within the next three years the world will go mad over mining, and the madness will be focused upon the mineral belt lying along the boundary line of British Columbia and the United States, where its fabulous mineral wealth and extent become known. There is a gradually growing demand all over the world for minerals. I saw it coming when I was in New York city last winter, and subsequent events have fulfilled the prediction, although the movement in mines has only barely begun compared with what it will be in the near future. I would advise every one living out here in this Western country to get in now, and when the rush comes to be sellers rather than buyers. What the mining country wants is legitimate development work upon strict business lines, not booming and stock wild-catting."

"A man need not be a millionaire to make money in the mines. Of course, it takes a good deal of money, as well as brains, to develop a mine, especially in refractory areas, but there are plenty of legitimate mining companies composed of honorable and responsible men, who own excellent claims which they are developing. These companies need money for development, and for the purpose of raising that money usually sell a certain amount of treasury stock at a very low figure. When a good strike is made these shares advance in price very rapidly. Of course the investor must keep a sharp lookout for 'wild-cats.'"

"There are three points that should always be carefully looked into—first, see whether the company actually has a clear title to its claims; second, find out who are the majority owners of the company, and in whose hands the management will be; see that they are thoroughly responsible men, financially and morally; third, find out the exact district in which the claim is located, and whether there is actually any mineral in place on the ground. The third point will be settled by the second if you have found out the management is responsible and experienced. These three points favorably settled, you cannot go very far astray in buying the treasury stocks of such companies at the low prices at which they usually sell."

FIRES DIMINISHING.

News from the island districts shows that the forest fires are apparently done their worst, and though a good deal more timber may be destroyed unless rain comes soon, there seems to be no danger to the various towns and settlements. Mr. Geo. Brown arrived from Alberni yesterday and reported that the fires do not appear to be as bad along the road as during the preceding days of the week. He saw the Cataract dam burning as he passed down China creek on Tuesday, but news yesterday is to the effect that it is only a part of the wing dam that was destroyed. At the Duke of York claim washing will start again in another day, though of course the various buildings of course cause considerable inconvenience. Mr. Brown reports that Hanson, Godfrey, Lindsey and other prospectors who were in the mountains off China creek, lost their whole outfit and had a number of other prospectors are no doubt in the same fix.

A wire from Union yesterday afternoon states that the damage to the bridge, culverts and telegraph lines along the road to the dam, the timber damage was small, as the dam was passed over a part of the district that had already been cut over. The fires are now well under control.

From Chemaluns comes word that there is no fire near Hall's Crossing, and the damage is slight. A few hundred dollars will cover the loss by bush fires in the settled district round Duncan, Indians being the principal sufferers, and the fires are nearly all out.

ACCIDENTALLY POISONED.

[From the Vernon News.] One of the most sad occurrences which has ever thrown a gloom over this city occurred on Thursday evening of last week, when Mrs. C. E. Poulin, wife of the manager of the Hudson's Bay Company's store, expired suddenly from the effects of carbolic acid poisoning. It appears that she had been suffering from a slight indisposition and had that day procured a bottle containing a tonic mixture from the druggist. This was placed on a shelf in the pantry, and most unfortunately was left in close proximity to a vial containing poison, which some time before had been used for some household purpose. Groping around in the dark for the medicine, Mrs. Poulin must have placed her hands on the wrong bottle, and before she realized her mistake had swallowed a quantity of the deadly corrosive acid. The deceased, whose maiden name was Laura Mallette, was a native of the province of Quebec and came of an old and well-known Canadian family. She was married in San Francisco on December 11, 1891, and since then has resided in this city.

STOPPED THE BRIDGE.

Chief Justice Restrains the City From Building the Pile Structure Across the Arm.

It Is Unlawful as No Permission Was Obtained From the Dominion Government.

Chief Justice Davies yesterday granted the injunction applied for on behalf of the Attorney-General of Canada restraining the city from continuing the building of the pile bridge across the arm. The application was made in the chamber court yesterday afternoon by Mr. E. V. Bodwell on behalf of the Attorney-General of Canada while Mr. W. J. Taylor and Mr. C. Dubois Mason were present on behalf of the city. The Mayor and Ald. Tiarks were among those who watched the proceedings.

A preliminary objection was taken by Mr. Taylor for the city to the effect that it was not shown by the affidavit that the Governor-General-in-Council approved or disapproved of the bridge under construction, and there should be something to show that the Attorney-General had taken this action with the approval of the Governor-General-in-Council.

The court replied that he did not think that the attorney general needed to wait the passing of an order-in-council before he could bring the application. Mr. Bodwell, in support of the application for the injunction, read the affidavit of Mr. F. C. Gamble, resident Dominion engineer, which was referred to yesterday. It pointed out that no application had been made to the Governor-General-in-Council for permission to build the bridge, and maintained that the structure now in course of construction was a new bridge and not, as alleged in the mayor's letter to Mr. Gamble, the rebuilding of the pile bridge in existence in 1882.

An affidavit from D. F. Adams, whose saw mill is above the bridge, stated that the new bridge would interfere with the position of the piles. Among other affidavits was one from Capt. Devereux saying that the present plan of 20 feet of 70 feet and all the other spans of 20 feet was a greater impediment to navigation when there was a crowd of small craft than the old pile bridge, which had spans of 45 feet. Seventy feet, he considered, was not a sufficient width for taking booms of logs through.

Mr. W. S. Gore, deputy commissioner of lands and works, then called to produce the plans of the old pile bridge existing in 1882. The bridge had, he said, been used for false work during the erection of the bridge in 1885 and was then torn down. The original pile bridge of 1882 had uniform spans of 45 feet and a height above the water of 11 feet; the one now building had one 70 foot span and all the other spans were 20 feet; the height above the water was 19 feet, not the 11 feet, and he said whether or not the bridge now building was a greater impediment to navigation than the original pile bridge.

Mr. F. C. Gamble, resident Dominion engineer, produced plans of the various bridges erected. The Point Ellice bridge was shown, and it was stated that it was in the same position as the bridge of 1882 and the present pile bridge lay to the south of both of them. When there was a crowd of small craft he believed that the bridge now building would be a greater impediment to navigation than the original pile bridge, as it contracted so as to be a waterway everywhere except where there was the 70 foot span.

Mr. Bodwell contented himself with calling attention to the sections of C. 92 of the Statutes of Canada, 1886, which provides that no bridge, boom, dam or abutment shall be constructed so as to interfere with navigation unless the site is approved of by the Governor-in-Council, the provisions, however, not affecting the city, and that the bridge now building was in the same position as the bridge of 1882 and the present pile bridge lay to the south of both of them. When there was a crowd of small craft he believed that the bridge now building would be a greater impediment to navigation than the original pile bridge, as it contracted so as to be a waterway everywhere except where there was the 70 foot span.

Mr. W. J. Taylor, for the city, argued that the bridge under construction was a new bridge and not the rebuilding of the old one, and therefore the city was entitled to build it without asking the approval of the government, so long as the bridge did not interfere with navigation more than the old bridge had done. In fact the new bridge gave less impediments than the old one.

The Chief Justice, in delivering his decision, said: "As I have no doubt in this case, which is one of urgency—and it may be desired to take the matter to the court of appeal—there is no reason why I should delay my judgment. To my mind this is a very clear case. Under the B.N.A. act laws relating to navigation and shipping belong to the federal parliament, which by R.S.C., cap. 92, sec. 2, has enacted that: 'No bridge, boom, dam or abutment shall be constructed so as to interfere with navigation unless the site thereof has been approved by the Governor-in-Council, in accordance with plans approved by the Governor-in-Council.' The corporation are building a bridge which admittedly interferes with navigation, but they rely upon section 4, which enacts that 'section 2 shall not affect any bridge, boom, dam or abutment constructed before the 17th May, 1882, which hereafter requires to be rebuilt, or repaired, if such bridge, when so rebuilt or repaired, does not interfere to a greater extent with navigation than the said day, or, therefore, the corporation say (as is the fact) that two bridges were erected at or near the site of the now proposed bridge, one a long time before May 17, 1882, and the other in 1885 or 1886, and the corporation further say that they are now building a bridge which will not interfere with navigation more than did the 1882 bridge. I am by no means satisfied

with the latter contention. The old bridge which existed prior to 1882 was supported on twelve rows of piles, each row being driven 45 feet apart from centre to centre. The bridge now proposed to be built is to be upon piles also, but the spans with the exception of one are to be 20 feet apart only. It is true that one of the spans is to be 70 feet, and that some craft might get through the 70 foot span which could not have passed between the old 45 foot rows. It would depend upon the conditions of shipping from time to time whether the old or the new bridge constituted the greater impediment; but that is not the question. It would not, I take it, be competent for the corporation to remove one species of impediment and substitute for it another. But, however that may be, I am satisfied that the 1882 bridge has nothing whatever to do with the case. That bridge ceased to exist ten years ago, or more when it was pulled down, and the Point Ellice bridge, which has recently collapsed, substituted. This last bridge had two whiplow truss spans of 120 feet each, and it is not denied that the present structure is a far greater impediment to navigation than that bridge was. The corporation are not rebuilding or repairing the 1882 bridge, but they are building a new one of existence. What they are doing with is the 1885 bridge, and it is admitted that the proposed bridge will interfere with navigation more than the 1885 bridge did, and as no permission of the government for its construction has been obtained, not plans, however, were opened with the council, all without prejudice, for a speedy temporary settlement of the situation, rather than litigation, the result being that a settlement was arrived at—to be without prejudice to the city or the company's legal position. It is, however, sought to be made out that the company made demands that it was not entitled to make and that the council had in some way demonstrated this.

"Such is not the case, the company contends and rightly so that the bridges are open to its use and must be fit for its use. It might be well to quote section 22 of the agreement with the city, which reads:

"22. The cars shall run over the whole of the streets mentioned in the schedule hereto on which the said tracks are laid at least fifteen hours in summer and fifteen hours in winter on each day, and at intervals of not more than thirty minutes."

"Turning to the schedule is found 'Rock Bay bridge to Work street,' and 'Government street and James Bay bridge.' It is evident, therefore, that the company have the right to use the bridges, and it follows as of course that the bridges are to be fit and proper for use by the company, with the like rights and incidents that obtain in regard to the streets. To say that the company made unreasonable demands is to say what is unfair."

Mr. McPhillips went on to say that throughout the negotiations with His Worship the Mayor and the board of aldermen the company met with the utmost courtesy, and that it was well understood, that in the terms of settlement the legal rights of both the city and the company were to remain unaffected. The company, being anxious to resume its operations as before, was willing to make some concessions, and the council appreciated the position and, considering the interests of the public, an amicable and speedy interim settlement was come to.

With reference to Point Ellice bridge, that structure was not within the city boundaries when the agreement referred to was entered into, yet the company had the power by statute to use any bridge between the city and Esquimalt, and in 1894 the agreement with the city was confirmed by statute, and section 33 thereof in part reads:

"That the parties of the second part" (the Consolidated Railway Company) are now in the position of parties of the second part "in addition to the powers heretofore expressed, may lay, construct and operate a single line of street railway over and along any bridge in the said city; the tracks of such railway on any bridge to be laid flush with the flooring of the same."

"It is therefore seen that the company, notwithstanding the strong legal position it has, is willing to pay 75 per cent. of the cost of a bridge at Point Ellice, for which it is to be commended rather than abused."

Upon being asked the question, "What what will now be done if the Dominion government prevent the building of a bridge at Point Ellice?" Mr. McPhillips replied:

"I consider that the Mayor and board of aldermen brought care and attention to the consideration of the bridge question, and whilst I think there was unnecessary delay, it was perhaps unavoidable, and all the negotiations were frank and fair, and the council evinced the desire to conserve the interests of the public, and the company to expedite matters made concessions it was not bound to make, but in no way abandoned its legal rights, that is, that the city is bound to permit the company to use all bridges and maintain the same for the use of the company, save in so far as is set forth in the agreement with the city."

BEACON HILL had a novelty footrace as a special attraction last evening, and a representative of the Queen's hotel offering to run 75 yards backward while his rival from the Hotel Victoria ran 100 yards forwards. The Queen's gentleman won with ease.

EDMOND CHRISTIE, who was the victim of a Chatham street stabbing affray a fortnight or more ago, and who was at first believed to be mortally wounded, is able to be on the streets again—not even seriously injured. The trial of his assailant, Gangelir, is to take place in the city police court next Monday.

NEIL CARMICHAEL, well known in Victoria and for the last seventeen years a resident of the province, died suddenly in this city. A native of Argyleshire, Scotland, Mr. Carmichael first came to Canada 35 years ago, later coming to Victoria, and of late years farmed at Armstrong, H. W. member of the St. Andrew's and Caledonia Society and a fine piper. Besides a widow he leaves a daughter, Mrs. Thomas Bamford, and two sons, Messrs. W. N. Carmichael and Archibald Carmichael. The funeral takes place on Sunday, at 3 p.m., from 11 Richardson street.

MANY are the expedients to which the cyclist is occasionally compelled to resort when a fire punctures a tire and the narrow road is so narrow that the other pockets. Chewing-gum has been known to render good service; so has a postage stamp bound with a pocket handkerchief. The latest success of a fire was reported by Tom Johnson, drawing the inner tube of an M. & W. and filling the outer with bran. It actually worked, bringing wheel and rider home safely. Still it is not likely to supplant the pneumatic in every day use, but simply illustrates that necessity is the mother of invention.

ANOTHER disastrous result of searching over a thoroughfare so popular with cyclists as is Beacon Hill was shown last evening, to the consternation of the wheeling enthusiasts. Mr. Thomas Moody was the unfortunate who met with his mishap. In making a quick turn with great force, collapsing, throwing the rider, it is said, fully seven feet in the air and landing him against a stump. He was immediately picked up and conveyed to Dr. Fraser's surgery, being afterward removed to his home. It could not be determined last evening whether or not he had sustained any internal injuries, but his case otherwise is not believed to be serious. The wheel was completely broken up.

One Honest Man. If written to confidentially I will nail a sealed letter particulars of a genuine honest home cure, by which I was permanently restored to health and many vigorous years of suffering from nervous debility. I was robbed and swindled by the quacks until I nearly lost faith in mankind, but I thank Heaven, I am now well, vigorous and strong, and wish to tell the truth to all means of cure known to all sufferers. I am desirous of helping the unfortunate to regain their health and to escape the promise perfect secrecy. Please address simply: P.O. Box 388, London, Ont.

SEATTLE, July 23.—(Special)—In the semi-finals, Pelly beat Card 6-2, 7-5; Foulekes beat Hurt 6-0, 7-5.

USE OF CITY BRIDGES.

The Solicitors of the Consolidated Railway Company Explain Their Position.

Rights of the Tramway Under Existing Legislation—The City's Position.

Mr. McPhillips, of the firm of McPhillips, Wootton & Barnard, solicitors for the Consolidated Railway Company, was seen by a representative of the Colonist yesterday and asked as to the position of matters regarding the bridges and the use of them by the Consolidated Railway Company. He was glad, he said, of the opportunity to place the true position of affairs before the public, as it had been stated quite frequently of late that the company had demanded too much from the city.

"This is not the case," he continued. "The agreement binding the city provides that the company is to have the use of the bridges, and it is agreed that the lines of the company are to be operated over them. The company has not abandoned this position at all, but still maintains it; however, negotiations were opened with the council, all without prejudice, for a speedy temporary settlement of the situation, rather than litigation, the result being that a settlement was arrived at—to be without prejudice to the city or the company's legal position. It is, however, sought to be made out that the company made demands that it was not entitled to make and that the council had in some way demonstrated this."

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A Chance for Us All.

The possibilities of winter comfort seem now to be only limited by the extent of the spruce trees in the land. So long as a "woolen cloth"—and this is practically what Fibre Chamois is, can be had for a trifle, we can have our outer garments with no one else ever suffer from the sharpest winds or frostiest air of winter. An absolute non-conductor of heat and cold, Fibre Chamois is also durable, light and pliable so that the presence of a layer of it through a coat is never felt save by the protection it gives from a roaring gale or icy winds. As its thorough worth has long since been proved beyond all possible chance of disappointment in previous seasons, to enjoy the healthful warmth it always provides.



PAIN-KILLER

THE GREAT Family Medicine of the Age.

Taken Internally, It Cures Diarrhoea, Cramp, and Pain in the Stomach, Sore Throat, Sudden Colds, Coughs, etc., etc.

Used Externally, It Cures Cuts, Bruises, Burns, Scalds, Sprains, Toothache, Pain in the Face, Neuralgia, Rheumatism, Frosted Feet.

No article ever attained to such unbounded popularity as Pain-Killer. We can bear testimony to the efficacy of the Pain-Killer. It has a magic effect in soothing the severest pain, and know it to be a good article—Cincinnati, Ohio.

Nothing has yet surpassed the Pain-Killer, which is the most valuable family medicine now in use. Tennessee Oregan.

"A real merit, as a means of removing pain, no medicine has acquired a reputation equal to Perry Davis' Pain-Killer—Victory News." Beware of imitations. Buy only the genuine "PAIN-KILLER." Sold everywhere, large bottles, 25c.

NOTICE.

STOCK CERTIFICATES, STOCK LEDGERS, STOCK JOURNALS, MINERS' PAY SHEETS, MINERS' CASH ABSTRACTS, MINING REPORTS, MINING MAPS AND PLANS, SEALS.

WRITE FOR SAMPLES AND PRICES TO

THE COLONIST, VICTORIA.

DR. J. COLLIS BROWNE'S CHLORODYNE.

VICTORIA.

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