

An Irish post boy having driven a gentleman a long stage between torrents of rain was asked if he was not very wet. "Bedad, Oi wouldn't care about being so very wet if Oi wasn't so very dry, your honor."

Nothing like a "Johnnie Walker" when you're very wet and very dry. It will warm up the cockles of your heart and prevent catching cold.

All good hotels, bars, and restaurants keep Johnnie Walker's Kilmarnock.

PITHER & LEISER, SOLE AGENTS

OBTAIN OPTIONS ON BOUNDARY PROPERTIES

Big Copper Mining Companies Are Busy Bonding More Claims

Phoenix, B. C., Sept. 6.—Last year a syndicate of coast capitalists took a bond on some 40 claims in this locality, surrounding on the north and east, the Granby, Dominion and Consolidated companies' mines. This syndicate headed by A. C. Flummerfelt of Victoria, formerly in the Granby company, wished for time to prospect the claims by diamond drilling, but otherwise before making a substantial payment, but the owners could not see it that way, and would grant no extension of the original options. As a result the options that had been granted to J. L. Martin by a good deal of other investors, were allowed to lapse. Since that time a number of the claims in question have been taken under bond, a big bunch being taken over by the Consolidated company about the time they bought the War Eagle group, owned by the Phoenix Amalgamated Copper Mines. Within a few weeks a number of other deals have been made in the same locality, and this time the large companies are again taking hold, getting for the most part several months or a year in which to prospect the properties before making considerable payments. The fact that the large copper companies are reaching out for more acreage above that notwithstanding the increase of smelting capacity all around, the directors of these companies have an eye to the future, and even with literally millions of tons of payable copper ore already developed and in process of being shipped, they are willing that in time all things have an end, and that, while the copper ore of our mines will, in all probability, last for many years, they propose to be on the safe side. The result is that options have been taken recently on 10 or 12 claims by the Consolidated company, the Granby company, and the British Columbia Copper company, and the Diamond Joe group of claims, adjoining the Monte group bonded by the Granby company.

LOOKS FOR SHORT CROP

Kamloops, Sept. 7.—Thomas Earl, of Lytton, gives it as his opinion that people may be prepared to face a short fruit crop this year. The crop throughout the province is light, but it is first-class and prices may be expected to rule accordingly. The early apple crop was good, and has been marketed. He says that British Columbia fruit growers are handicapped this year in competing with Washington growers owing to a hold-up on the part of box manufacturers, who jumped the price from \$9 a hundred to \$12.75. He himself uses 5,000 boxes and the difference in the cost of marketing his crop is therefore considerable.

Speaking of the change in conditions, Mr. Earl mentioned the fact that ten years ago he was marketing part of the crop in Yegon and the Okanagan country generally. Now that section ships heavily.

The Pope's Secretary Cardinal Merry del Val, the famous secretary of state to the Pope, was born in London—a fact of which few people seem to be aware—and received some of his education at a preparatory school near Windsor. He is a wonderful man in many respects and has a prodigious memory. On one occasion after the late pope had addressed in his native tongue an assembly of English people, he turned to the cardinal and asked him to interpret what he had said. Without the slightest hesitation the young secretary of state proceeded to do as he was bid, repeating most of the Pope's own expressions word for word.

He Was a Union Man In a book store window there was a sign "Porter wanted." Under it were some books and the legend, "Dickens works all this week for four dollars." An Irishman came along, and seeing the sign, started into the store, then seeing the other, he said, "Dickens works all this week for four dollars, does he? Well, let him; I'm a union man."

NEW RAILWAY RATES WILL TAKE EFFECT

New Schedule Being Prepared for Goods Shipped West From Winnipeg

(From Sunday's Daily) In consequence of a complaint preferred by the merchants of Portage la Prairie that the so-called traders' tariffs out of Winnipeg constituted an unfair discrimination in favor of Winnipeg wholesalers, it is likely that in the immediate future a complete set of new tariffs will be put in force covering the entire territory from Winnipeg west to Victoria. This is the statement made yesterday by a columnist reporter by Hon. A. C. Killam, chairman of the board of railway commissioners, who, in company with Mrs. Killam, is spending a few days at the Oak Bay hotel taking a brief but well-known holiday.

The railway commission has been very hard worked this year. Early in the season it sat at Montreal inquiring into one alleged case of overcharges by the Bell Telephone company. A mass of testimony was taken and the enquiry did not terminate till June. On its completion the commission had to proceed forthwith to Winnipeg to hold sittings there, and on the day the commission separated the complaint of the Portage la Prairie merchants was received.

"Under the rules governing the conduct of the commission's business," said Judge Killam, "I am empowered in cases of necessity to hear the evidence alone. This I did in this case as the matter seemed to be one of urgency, and the evidence then taken will be considered by the commission when it reassembles at Ottawa. The complaint was made by the wholesalers of Portage la Prairie against what is known as the traders' tariffs, under which the wholesalers of Winnipeg have a special rate on the goods they ship to their customers in the retail business at different points throughout the west. It was urged that this was illegal as conferring a special favor on certain classes of the community and that it constituted a discrimination against Portage la Prairie in favor of Winnipeg. The officials of the railroads involved were, of course, present, and the roads now presenting new tariffs for submission to the commission upon its reassembling at Ottawa, and the result will probably be an entirely new tariff covering the whole territory west of Winnipeg."

Speaking of the work of the commission, Judge Killam said that there had been an abundance of evidence taken at Montreal in the Bell Telephone enquiry. As already stated, the commission had to go immediately to Winnipeg, and from there it came to Vancouver, where a number of local matters consumed much more time than was anticipated. The session having quite recently terminated, there are also a number of minor matters constantly coming up which have to be attended to as the commission has been kept very busy indeed. The telephone matter will be settled at Ottawa as soon as the commission can get around to it.

The autumn has a heavy programme for the commission, as a number of important matters that have been pending for some time are now up for settlement. The question of uniform bills of lading was one of the earliest matters to engage the attention of the commissioners. The shippers in many sections complained that the terms of agreement on the bills of lading were too much in favor of the railroads. Accordingly the railroads have been instructed to prepare new bills of lading which will be examined in Ottawa this fall. It is the intention to have one bill used by all the railroads in Canada, and the conditions imposed thereby will have to meet with the approval of the commissioners.

Another important matter to be settled at the next sitting is the question of uniform operating rules to be put in force by all the railroads in Canada. The railroads were instructed shortly after the commission was appointed to prepare a schedule of operating rules for universal adoption, but still another question which may be thought necessary after the views of the employees representatives have been heard.

Still another important feature of the autumn session will be the enquiry into the rates charged by the express companies. This was referred to the commission by Parliament the session before last and will be thoroughly looked into, and as is the custom of the commission counsel will be present on both sides to aid in presenting the case. The express companies will, of course, have their counsel, while the government will also brief counsel who will represent the public at large that pays the charges complained of.

Judge and Mrs. Killam expect to leave for the east on Monday or Tuesday. They will spend a couple of days at Vancouver en route.

CLAIMS LOOK WELL

Visit of Representative of British American Company. Golden, Sept. 7.—Charles H. Taylor, a Cleveland, Ohio, attorney, recently visited Golden and Revelstoke in connection with the affairs of his company, the British American Copper Mining & Smelter Co., which company, represented by the J. C. Kernohan company of Cleveland, has acquired from Messrs. A. Bradley and G. S. Carter all the shares of the new Imperial Mines, Ltd., a British Columbia company owning 13 copper claims on Warren creek and Wells creek, a few miles south of Golden. Mr. Taylor visited the properties where work is being carried on on an extensive scale by a large force of men and expressed himself as highly pleased with the excellent showings on the claims and with the progress made with the work. The properties have been examined and reported upon by eastern and western engineers and all agree that the copper showings are among the best to be found in the country. There is an enormous vein of rich copper bearing ore traceable throughout the claims and as soon as modern transportation facilities have been provided the owners should be in a position to make heavy shipments of ore.

HOW BEST TO SECURE OLD COUNTRY CAPITAL

London Banker Says Stock Exchange Men Should Be Shown Country

(From Sunday's Daily) Henry Bell, general manager of Lloyd's Bank, Limited, one of London's big financial institutions, with Alexander Baird and Thomas Pegram, who are also connected with the bank, were in Victoria on a tour of Canada. They arrived here with D. D. Mann, first vice-president of the Canadian Northern Railway, and the Canadian Northern is one of the clients of Lloyd's bank and the two corporations are, of course, on friendly terms, but it is a mistake to suppose, as Mr. Bell stated in response to a question, that the bank is in any way directly interested in the Canadian Northern in any financial sense of the word. English banks are too conservative, it appears, and do not do business that way.

While their trip is purely one of pleasure, the party expressed a keen interest in what they had seen of Canada, and in a discussion of the way in which Canadian securities are regarded in London. Mr. Bell made a novel and pertinent suggestion. "Why not make an effort to get some of the leading stock exchange men of London out here? If you wish to impress the British investor with the advantages of Canada from an investment standpoint you would do the complete more in that way than by bringing out journalists or even bankers. The vast majority of investments in listed securities are made on the advice of brokers who are always on the lookout for securities they can put to their clients. Bankers are very ready to understand the merits of recommending investments in specified securities. They refer the enquirers to the most responsible firm of brokers. Thus you reach the men who really control the investing public."

Of course these men are not in the least influenced by the price of the stock issue, or as the case may be, its merits and its intrinsic value. An important point considered is the character for honest dealing of the men responsible for the flotation and the country whence it issues. The roads now presenting new tariffs for submission to the commission upon its reassembling at Ottawa, and the result will probably be an entirely new tariff covering the whole territory west of Winnipeg."

Speaking of the money market, Mr. Bell said that money is as scarce and the session quite recent. "The reason is that trade in Canada has been increasing tremendously the last few years, with the result that the commission has been kept very busy indeed. The telephone matter will be settled at Ottawa as soon as the commission can get around to it."

Another important factor is the increased price of commodities. Cotton for instance is quoted at about seven pence per pound, as against five pence half penny a few years ago. This means that millions, if not tens of millions, of dollars will be needed to carry on the cotton business as formerly the case. It is safe to say that it takes thirty shillings to do the work that twenty would have done ten years ago, so that the increased volume of business is taken into consideration it is not surprising that the money they want for civic improvements at a reasonable price. Birmingham is offering its securities through the advertising columns of the newspapers in 250 lots, hoping thus to catch the small investor, as the only way has been unable to get the terms it wants in the money market. Of course there is no question of Birmingham's securities, it is simply that there is not quite enough money to go round and other concerns will pay more for it."

Mr. Baird instanced the great city of London, where the price of the alternative was to wait for cheaper money, which must come some time. Mr. Bell and his friends declined to discuss the matter, but he said that if there would be dear money for a year or two to come.

To check a cold quickly, get from your druggist some Little Candy Cold Tablets called Preventives. Druggists everywhere are now dispensing Preventives. They are not only safe, but decidedly certain and prompt. Preventives contain no opiates, and are entirely non-habit forming. Taken at the "aneze" stage, Preventives will prevent Pneumonia, Bronchitis, Grippe, and all other colds. Good for feverish children. 48 Preventives 25 cents. Trial Boxes 5 cents. Sold by Cyrus H. Bowes.

GENDA BAY MILL IS TO START ONCE MORE

Lumber Plant Will Resume After Being Idle for Over Ten Years

(From Sunday's Daily) S. Baxter, provincial inspector of machinery, has returned from a tour of inspection of machinery along the E. & N. Among the plants he visited was the old Geona Bay lumber mill, which has been standing idle for over twenty years. Mr. Baxter has taken over this mill and has large staffs of mechanics at work giving boilers and machinery a thorough and expensive overhaul. The mill, when in operation, will employ to a large number of men and is one more instance of the increased commercial activity upon Vancouver Island. The other steam plants are adding to their size and power. Mr. Baxter left last night to inspect steam plants along the west coast and will be absent about three weeks. Mr. Kay, junior inspector of boilers, will look after local business during the senior inspector's absence.

LONDON FINANCIER VISITOR IN VICTORIA

John Davidson is Looking Over Country as Field for Investment

(From Sunday's Daily) Representing a London company that has been instrumental in bringing ten million dollars into Canadian enterprises since the first of this year, John Davidson, manager of the British Empire Trust company, limited, spent Friday in Victoria going over the British Electric company's lines here in company with General Manager S. S. Spurling. He and Mr. Spurling returned to Vancouver yesterday.

Mr. Davidson's company are trustees not only for the B. C. Electric company, but for the Canadian Northern and all the Mackenzie & Mackenzie interests, besides the Shawinigan Power company in Quebec, the Rio de Janeiro Light and Power company, and San Paulo and the two latter, though in South America, being Canadian enterprises. These various concerns have been supplied with ten million dollars by Mr. Davidson's company as financial agent. The company of the Dominion have spent a large part of their share in Canada in machinery and various supplies. Mr. Davidson's company are the state-ment which has been frequently made of late by financiers in touch with the British investor that thousands who put their money into Canadian enterprises now that they are no longer confounded with American flotations, are now ready to invest. Mr. Davidson is quoted as an adjunct to the New York list, but today they are quoted direct from Montreal and Toronto.

Mr. Davidson has been in Canada about a week and in that time has visited nearly all points of importance from Quebec to Victoria and from Edmonton to Port Arthur, where he is much impressed with the giant elevators. In his return journey, which began yesterday, he will go via the Kootenay country and the Crow's Nest Pass, Regina, Prince Arthur, the Swan River country in the northwest and Winnipeg. At the prairie metropolis he will deliver an address to the Canadian Club. He will also visit Duluth, Minneapolis, Chicago, and St. Paul, where he will be in the States before returning to England.

The importance of Mr. Davidson's visit lies in the fact that he is here to observe opportunities for the investment of British and other European capital. He stated that his company received an average of at least 20 enquiries a day regarding investments in Canada and the United States, and he is desirous of observing persons from time to time the course of the development of the country with a view of advising clients the more intelligently. In connection with their Canadian investments, Mr. Davidson said the company was thoroughly satisfied with the management of the capital supplied for the development of the power in Victoria and Vancouver and vicinity and spoke most enthusiastically regarding the splendid future of Canada in general and British Columbia in particular. He said he had been most least alarmed about the returns from the millions his clients has invested on the Pacific coast.

HOW STEAMERS ARE SEARCHED IN JAPAN

Captain Barwise of Teucer Tell of New Conditions in the Far East

(From Sunday's Daily) The big Blue Funnel liner Teucer, Capt. Barwise, reached the outer dock yesterday evening from the sound to discharge her cargo of one thousand tons of general merchandise from the United Kingdom and the Orient and to load whale oil and salmon and general merchandise for her homeward voyage. The Teucer brings a report from Japan that the Japanese authorities of that country have strict orders to search for dutiable goods on every ship that enters a Japanese port. The orders are so far reaching that the officers' staterooms are searched, and all dutiable merchandise removed to the ship's storeroom and kept under seal while the vessel is in port.

Since the war with Russia, the Japanese government has placed duties on imports and exports so high that there has been considerable smuggling into the country, especially by the German ships that enter there. The duty on tobacco has been raised 250 per cent. This article is taxed higher than any other owing to the fact that the Japanese are great smokers, and the amount of tobacco imported into the country in the form of cigarettes reaches far into the thousands of cases yearly, from which the government derives big revenue.

Capt. Barwise, master of the Teucer said yesterday: "The searching of officer's and crews' rooms on board a foreign ship that enters a Japanese port is a new feature and something I have never heard of before. The customs officials of that country pay particular attention to cigarettes and liquors. When a vessel enters a port these goods have to be collected together and stored in a room and put under seal so that the men will not attempt to smuggle them ashore. Considerable smuggling is going on in Japan owing to the high duty. The people are taxed right up to the limit, and the laboring class can hardly afford to purchase anything that comes from a foreign country. Not only is tobacco heavily taxed, but all classes of imports are subject to a most extraordinary amount of duty."

The Japanese government has practically stopped all public improvements and instead are putting the money into the construction of ships for their navy. The shipyards of Japan are all busy with naval construction, ranging from a torpedo boat to a full sized battleship."

Monkey Brand Soap makes copper liz, gold, tin like silver, crockery like marble, and windows like crystal.

WORK BEING RUSHED ON KITMAAT BRANCH

Contractors Have Adopted a Vigorous Policy—Men Are in Demand

Vancouver, B. C., Sept. 7.—Construction work is being rushed on the Kitmaat branch of the Grand Trunk Pacific Railway by the contracting firm of Messrs. Foley Bros., Larsen & Company. This 180-mile section extends from Kitmaat to Hazelton, at the head of navigation on the Skeena River. The contractors are concentrating their efforts on the heaviest portion of the line, a ten-mile section extending from Kitmaat summit to Kitseles Canyon where the steamer Mount Royal was wrecked last July. In addition the contractors are building a wagon road from Kitmaat to the canyon, a distance of forty-five miles, as well as clearing the right-of-way along the line of railway survey.

Details of the progress of the work were furnished by Mr. J. W. Stewart, who arrived Thursday night from Montreal, accompanied by Mrs. Stewart, their young daughter and Miss Lavelle of Winnipeg. Mr. Stewart spent a fortnight in the east on business with the Grand Trunk Pacific officials. During his stay there he kept in telegraphic communication with his assistants in the north. Mr. Stewart and party left last night in the P. R. boat for Port Essington and will thence ascend the Skeena river to Kitseles Canyon to inspect the work. Mr. Stewart will also be accompanied by Mr. Pat. Welch of Spokane. Both are members of the firm. They expect to return to Vancouver in about three weeks.

"The work of construction is progressing satisfactorily," said Mr. Stewart. "With a force of between two hundred and three hundred men we are now busy grading the ten-mile section from Kitmaat summit to Kitseles Canyon, where the Copper River joins the Skeena. The rocky work there is the heaviest on the entire 180-mile branch extending from Kitmaat to Hazelton. Enormous quantities of explosives will have to be used in securing the proper grade. In addition we are building a wagon road from Kitmaat to the canyon, a distance of forty-five miles. The right-of-way between these points is now being cleared."

"Axesmen were actually put to work along the route on July 21, and the first rock on the ten-mile section was dislodged on August 17, two days after our railway gang reached the scene of operations. With the completion of the forty-five-mile section between Kitmaat and the canyon we will have greatly solved the problem of getting supplies for the upper section of our contract. Of course, we shall get grading outfits scattered along the entire line to Hazelton as soon as possible. Progress along the route will necessarily slow owing to the limited transportation facilities on the river. The M. & T. Company which owns the steamboat Northwest, has agreed to facilitate our plans."

Two years will likely be occupied in completing the line to Hazelton. The horses and grading outfits are now on their way here from our contract on the Grand Trunk Pacific section between Hazelton and Edmonton. This work is nearing completion, in fact the graders will reach Edmonton this fall. We are also arranging to ship men and rock plants from our contract for dubbing tracks for the mile division of the C. P. between Hazelton and Port William. That contract likewise is nearing completion. Then again, we will secure additional forces and plant from our contract for building the 200-mile branch of the Grand Trunk Pacific from Port William north to the main line. That work will be finished about Christmas, and will enable us to transfer other laborers and outfits to British Columbia."

We plan to rush the work in the north with all possible speed. This means that we shall need thousands of men at standard railway wages. No man need be idle. John Hartstone, a representative of the firm, will also engage men in Vancouver."

"I wish it understood that we shall follow our invariable practice of engaging white labor exclusively. We have no room for Hindus or other Orientals," added Mr. Stewart with emphasis.

During his stay in Montreal Mr. Stewart heard that the Grand Trunk Pacific will shortly award a contract for 200 miles of the main line west of Edmonton. This will bring the work to a point seventy miles east of the Yellowhead Pass in the Rockies. It was also stated in Montreal that next spring will see awarded the contract for the five or six hundred mile gap between Hazelton and the Yellowhead Pass.

President Hays and General Manager Morse of the Grand Trunk Pacific will visit Edmonton this month, and prior to undertaking a trip from Vancouver to Prince Rupert and Kitmaat.

WILL INTERVIEW THE LOCAL GOVERNMENT

Grand Trunk Pacific Officials Want Terminus Question Settled

(From Sunday's Daily) It is believed that the projected visit of C. M. Hays, president of the Grand Trunk Pacific railway, and F. W. Morse, general manager, to the coast the middle of this month is for the purpose of coming to terms with the provincial government with regard to the Indian reserve lands on Kaien Island. It will be remembered that the Grand Trunk Pacific with the consent of the Dominion government paid the Indians to relinquish possession of the lands, but as yet has done nothing to satisfy the province, which possesses the reversionary rights to these lands. The lands in all are about 13,500 acres in extent and are situated on Kaien Island, a Digby island, and the mainland at Metlakatla. The railway company paid the Indians some \$7.50 an acre. The provincial government has not as yet announced what it will demand in lieu of its right to the land, but it is possible that it may satisfy itself with the reversion of a quarter of any land utilized as a town site.

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LANTERNS Tubular, each..... 75c Best Quality Cold Blast, each..... \$1.00 Japanned Dash Board, each..... \$1.25

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APPLES AND PEARS PHONE 312 The Family Cash Grocery Cor. Yates and Douglas Streets

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Caps For the Lad Caps For His Dad

THE NEW AUTUMN STYLES are neat and natty. We have just received a large consignment of the smartest Caps ever displayed in Victoria.

Tress & Co.'s English Caps

Men's Golf Caps, prices 75c to \$1.50. Some lined, some unlined, very stylish and most serviceable headwear. The "Dudley" Cap, prices \$1.00 to \$1.50. Very smart, the best cap manufactured for motoring, made for this purpose with turn down top, in tweed, all shades to match or harmonize with any suit. Boys' Golf Caps, price 50c. Almost facsimile of above, in tweeds, all shades, a great variety, exceptional value.

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A 25c Cup and Saucer for 10c

We are showing a big variety of China Ware which we are offering at ridiculously low prices. You can secure any article in our premium room free for White Swan Soap Wrappers, or if you have not enough wrappers we will take part wrappers and part cash. We sell no goods for cash unless accompanied with some wrappers.

WHITE SWAN PREMIUM BAZAAR 82 DOUGLAS STREET

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R. L. Newm With R of

FOR FISHER

Expected the Built in

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