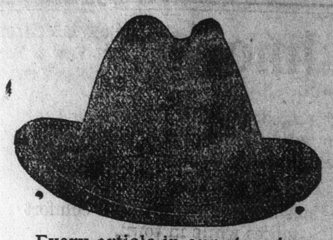

Every article in our store is REDUCED IN PRICE

$20,000 WANTED

It is absolutely necessary that we raise the above amount by August 1st.

BRING CASH AND GET BARGAINS.

SUMMER SUITS, FLANNEL SUITS, BICYCLE SUITS, SOFT HATS STIFF HATS, STRAW HATS, "Christy's," "Barrington's," "Stetson's." OUTING SHIRTS, FINE SUMMER UNDERWEAR, BOYS' SUITS, BOYS' BLOUSES, Etc.

B. WILLIAMS & CO. Clothiers, Hatters and Outfitters, 68-70 Yates Street

Sale Prices for Cash.

EUROPE'S NEW PLAYGROUND

The Italian Riviera Which Is Being Preferred to Southern France.

From Daily Mail.

Continental Europe has found a new winter playground.

When, eighteen months ago, indignation against the hotel keepers of Southern France reached a climax, it was suggested that travellers should try the fairer regions of the Italian Riviera.

The suggestion has borne fruit, and this spring the whole region from Quinto to Spezia is swarming with tourists. Every hotel and pension is as full as a Margate lodging house in August, and though hotel keepers have in many cases added 50 per cent to their prices of two years ago the rush continues unchecked.

As one steps out of the train from the north, at Nervi, the chief resort on the Italian Riviera, one seems to enter a new world.

From London to Liguria the cold has seemed hourly to grow more intense. Paris is gloomy, in Burgundy they are doing a great trade in warm, wolf-skin overcoats, and even after the Alps are crossed snow lies a foot deep to within a few miles of the coast. At Genoa but eight miles away, the one complaint is of the cold.

But here at Nervi, the triple line of the Apennines, curving in a semi-circle around the township, excludes all the bleak breezes from the north. Giant palms in full foliage tower up on every side. Orange and lemon groves are laden with ripe fruit, and in the gardens flowers of every kind are in the heyday of their bloom.

Nervi seems made for an earthly paradise. The unbroken line of mountains runs almost down to the edge of the Mediterranean, and on the little strip of land between mountains and sea the town is built. All the way up the hillside are dotted picturesque villas. To the east the grim rock of Portofino guards against chance winds while in the far opposite the snow-clad peaks of the Ligurian Alps make a fitting frame for a fair picture. Along the rocky edge of the sea-shore terraced walks have been built, smooth and straight, and with plenty of sheltered seats for sick people. Best of all, the clouds of dust which form so great a drawback in the south of France are quite absent here.

In spite of the rise in prices, living in the Italian Riviera still remains cheaper than on the French Mediterranean coast. At Nervi the two hotels are about two francs a day cheaper than hotels of a corresponding class at Nice. One can live here, in boarding house or giant caravanserai, at from six to twenty-five francs per day, and for fifteen francs one should get a southern room, steam-heated and up-to-date, with full board, at one of the best hotels. But rooms are not so easy to find just now, for during March every hotel is turning custom from its doors.

But the stranger must not expect, for he will not get, the eager, gay life of Nice. There is no Monte Carlo near Nervi, and the cream of rascaldom which Monte Carlo attracts is also absent. Plenty of music, a few walks along the coast, good fishing and boating, and a trolley-car ride into Genoa almost complete the list of excitements.

The trolley-car ride deserves special mention. The electric tramcars run for some way on a road cut out of the hillside, by the edge of the sea. Every turn and twist reveals a fresh beauties of villages or creeks, till at last the palaces of Genoa burst on the sight. And in the villages on either side almost every house is worth a study. For here we have little or none of the glaring white walls of Belgian and Northern French houses. The walls of the humblest abodes are colored a luscious pink, or a subdued orange tint, and very many of them have their exteriors decorated in attractive fashion. Often, above the little native inn door or crowning the window of the village shop, one finds exquisitely worked designs that reveal the real artistic bent of the nation. Those who limit themselves to palaces and cathedrals when studying Italian art miss the characteristic taste of the people.

Geographically and politically Nervi is in Italy. But for all practical purposes of every day life the Germans have annexed it.

Once the Englishman was the sole tourist to be reckoned with in those districts. Now the English tourist has sunk to quite a secondary place, and Germans, Russians, and South Americans take his place. A glance over the visitors' lists at any of the hotels shows how true this is. There are more arrivals from Moscow than from London, and the Germans outnumber the English by fifty to one. Some of the hotels issue their notices in none but German language; on the library tables there are twenty German papers to one English, and all the doctors here are German. There is a German library in the village, but I have tramped to every bookshop in vain seeking for even a Tauchnitz edition in English. The new style German is elbowing the Englishman in pleasure as well as in business. He is rich, he can afford the best rooms (which he has a wonderful knack of getting at the lowest rates) and his daughters are as tall and as divinely fair as the daughters of Mayfair. The newer woman of wealthy Germany is quite a different type to the old time hausfrau.

But, notwithstanding the sunshine and the blue skies here the one prevalent note of Nervi during the spring months is not merriment but tragedy. The place has a great and growing reputation as a health resort, and here the sick of many lands come. As I lie on a bamboo lounge on the piazza of my hotel, I cast my eyes down and see a row of others, all too feeble to move far, lying still in the warm air. From the window above comes the penetrating hack of a consumptive's cough. From the pain-graved faces near me there sounds sometimes the smothered cough, the shamefaced and almost inaudible groan.

Here is the young wife, scarce married a year, now hardly able to move the few paces from the lift to her chair in the open. How carefully her husband, a sturdy and handsome young Prussian puts her wraps around her and adjusts her pillows. He searches the shops for fresh flowers, and brings them with the air of a courtier to his queen. There is a smile on his lips, and a ready joke on his tongue that forces laughter even in her sad eyes. But as he leaves her, the laughter dies and the tears suddenly gather, for he knows too well that she will never see another Riviera springtime in this life.

What mockery it all is to aching bodies. The very luxury of the sunny South grates on them in the hours of impotent weakness. The marble colonnades the semi-tropical foliage, the sweet-scented flowers, and the fire-lit Mediterranean are, after all, poor substitutes for life and the work that makes life worth living. To every invalid here the posts from home are the great events of the day. The English girl lying not far from me grasps eagerly even the dryest paper in her mother tongue, and finds relief even in the parliamentary reports of the "Times."

It is a tragedy! As one looks on, the patent misery of it all sobers the brightest. For the grasp of death is slowly tightening on many throats—even at Nervi!

F. A. McKENZIE

SALMON COMBINE.

Combination With a Capital of Twenty-Five Millions.

Seattle, May 25.—R. Onffroy, promoter of the new salmon packing combination on the Pacific Coast, which rivals the Alaska Packers' Association, says that the deal has been practically completed for the purchase of 46 canneries on the coast from Alaska to California. The establishments purchased are the largest on the coast, outside of those owned by the Alaska Packers' Association. The combine will operate under the name of the Pacific Packing & Navigation Co., with a capital of $25,000,000. Its headquarters are in Seattle.

GONE EAST.

President McKinley and Party Returning Home.

San Francisco, May 25.—The presidential party, after a sojourn of nearly two weeks in this city, left for Washington a few minutes after 10 o'clock this morning. The physicians in attendance on Mrs. McKinley held their last consultation yesterday. Mrs. McKinley enjoyed a refreshing night's sleep, and this morning seemed elated at the prospect of soon being home. She was conveyed from the Scott residence to the Oakland ferry in a closed carriage over a circuitous route.

YACHT RACES.

First of a Series Sailed Yesterday Afternoon.

The first race of a series of five was sailed yesterday afternoon in a light wind. The yachts competing being the Ariadne, Dione, Dorothy, Banshee, Noreen and Vril. The Wideawake did not start, and the Nancy was late in getting to the line. The starting gun was fired at 2:35 p. m., and the yachts crossed the line in the following order: Vril, Dione, Banshee, Ariadne, Noreen. The Dione soon took the lead and rounded Brotchie ledge buoy with a good lead, the Vril a good second, with the Ariadne fast closing up the gap between them. In this order they continued till rounding the ship off Albert Head. They turned, and setting all their kites, started for the finishing line before the wind. On this run the big Ariadne soon overhauled the Dione, and finished first, the Dione second and the Vril third. It is possible that the Dione may win on time allowance.

The Dorothy did not start with the others, being late, but gave sufficient proof that she is considerably faster under her new rig than under last year's. The Banshee did not seem to be up to her usual form, but Mr. Gore may be congratulated on having as fast a boat as there is on the Sound of her size, either in light or heavy winds.

Yachtmens' attention is called to the fact that punctuality is a virtue, and that in future it is hoped to be able to start the races on the hour named.

The next race will be on Saturday, June 7th.

In A class the race lies between the Ariadne and Dione. In B class the Vril is the winner. The times of start and finish are:

Ariadne, start, 2:35 p. m.; finish 4:55 p. m.
Dione, start, 2:35 p. m.; finish 5:20 p. m.
Banshee, start 2:35 p. m.; did not finish.
Vril, 2:35 p. m.; finish, 5:27 p. m.
Noreen, 2:35 p. m., did not finish.
Dorothy, Nancy Wideawake, did not start.

COST OF WAR.

There appears to be great excitement in certain circles over the fact that the war in South Africa has already cost Great Britain more than $732,000,000. Compared with the cost of some of the great wars of the last century, however, this sum is hardly a drop in the bucket.

The most costly war of all time was the civil war of 1861-'65 in the United States. That war cost the Northern States a total of 6,200 million dollars, while the South spent more than 2,000 million in addition. And this does not consider the enormous expense of the pensions which have been paid for the last thirty-five years.

Next in cost to the war of the rebellion was the Franco-Prussian war of 1870. It cost, in round numbers 2,500 million of dollars. The Crimean war stands third on the list of comparatively recent wars, with a total cost of 1,700 millions.

The little affair in South Africa has cost the British up to date less than one-tenth of what the United States spent in the four years of its great civil conflict, and less than a third as much as France and Germany poured out in their short struggle.

The present aggregate war debts of all the nations in the world are so great as to entirely pass comprehension. They sum up more than 30,000 millions of dollars. As there are nearly 1,500 millions of people in the world it will be seen that if equally divided among them the world's war debt would give an average of $18 apiece for every man, woman and child in the world to carry.

Even more startling are the figures which show what war has cost in the destruction of human life. In this line also the United States civil war stands in first place, with a total of more than 800,000 men killed in battle and died of wounds and disease. Close to this terrible record is that of the Crimean war, in which 750,000 men lost their lives, while in the Franco-Prussian war the losses were 225,000. In these three wars alone enough people were killed to more than entirely wipe out the population of the province of Quebec, and leave it a lonely and uninhabited desert.

In addition to those who are recorded as dying in battle and of disease, there were other hundreds of thousands who were maimed in these wars or who contracted disease from which they never fully recovered. And, doubtless, in thousands of cases deaths were caused by the absence from home of their natural providers while these great wars were being waged. How much the world lost by losing the services of all these millions of stalwart men it is entirely impossible even to estimate.

Writers on the cost of war estimate also that every war of any consequence directly affects practically everybody on earth, no matter how far distant they may be from the scene of the conflict. Thus during the American civil war for instance, the cotton mills of England were cut off from their supply of raw material and as a result there was a "cotton famine" in Lancashire, which took on the proportions of a national calamity. As a direct result of the civil war in the United States it has been estimated that 100,000 workingmen in England, Germany and France were kept out of work continuously for more than three years, with much misery and starvation as a result.

LONDON AND RICHELIEU TRAMWAY.

From Nelson Tribune.

George Roy, of the London and Richelieu Consolidated, arrived in Nelson yesterday. He says a small force is engaged in development on the company's property. The company has now in hand the construction of a tramway from the mine to the end of the wagon road, upon which it is proposed to commence work next month. This tramway will be something over 8,000 feet in length and will enable the company to ship winter and summer. When the tramway is completed heavy shipments will be made, as arrangements have been made with the Trail smelter to ship the entire contents of the ledge.

TO RESUME WORK.

Wabash Striking Machinists Have Reached Agreement.

Fort Wayne, Ind., May 28.—Striking machinists of the Wabash railroad here and at Springfield, Ill., have reached an agreement with the management and will resume work on Friday next.

AGRICULTURAL.

To the Editor.

Sir.—The Times, on Monday evening, in a long editorial, with which the writer mainly agrees, on the subject of agriculture, winds up with the suggestion that a Royal Commission composed of "thoroughly competent and independent" men "might bring about the solution of many of the problems we have hinted at in the lines above written." Time usually brings its revenges, political as well as otherwise. In 1898 when Mr. Turner's government appointed a Royal Commission for the very purpose the Times now suggests, the Times not only gave it no support, but poohpoohed it as a waste of money and a pleasant jaunt at the country's expense. In that case the commissioners were Messrs. G. H. Hadwen of Duncan, and Thomas Sharpe of Agassiz, two probably as "independent" and "competent" farmers as could be found in the province today, and who, moreover, were willing to give their services gratis. The commission was ignominiously dismissed upon the retirement of the Turner government and the Times applauded. It is to be assumed that the Times was as sincere then as it is now in this matter, and the change of front is the sincerest compliment that could be paid to Hon. Mr. Turner's administration of the Agricultural Department.

AGRICOLA.

Victoria, May 28, 1901.

CANADA'S GOOD EXAMPLE.

From Halifax Herald.

The Montreal Gazette speaking of the wonderful pageant witnessed last week at Melbourne, Australia, at the opening of the first federal parliament of that new British nation, remarks:

"The occasion differed much from the first meeting of the first parliament of the new Canadian Dominion. The statesmen of the Empire hardly knew then what the creation of the Canadian Dominion meant, and in nothing did it mean so much as in opening their eyes to what Greater Britain was. There is in the pomp and circumstance on the other side of the world a tribute to the Macdonalds and Browns, Tuppers and Tilleys, Mitchels and Cartiers, who in Canada pioneered the way that the Australians are now enthusiastically start-

Many of us in Canada can remember very well the circumstances under which the first federal parliament of Canada assembled, and they were, as the Gazette intimates, very different from those that now greet the first federal parliament of Australia. But although thirty-four years is a comparatively short time in the life of a nation, it has been long enough to teach the British Empire a great many things, and one of those is that the men who established the Canadian Dominion were wise and patriotic empire builders, whose example other statesmen would now do well to follow. That they did their work amid a perfect hurricane of calumny and abuse, and that for years thereafter there were found in Canada traitors and shysters anxious to undo what they did, only serves to accentuate the courage, fidelity and patriotic devotion to duty that characterized the builders of our Canadian confederation.

FOURTEEN WERE KILLED.

Train Derailed on Pekin-Tientsin Railway and Many Lives Were Lost.

News was brought by the steamer Tartan which arrived last night, of a railway accident which took place on April 28, on the Pekin-Tentsin railway, four miles south of Lofa. So much sand was deposited on the working parts of the locomotive as to cause them to get out of order. About three miles beyond Lofa, on the way to Tientsin, the throttle became useless, and about twelve yards before a small bridge was reached, the train was derailed, and the locomotive, tender and two cars were thrown into the river bed. In all, fourteen Chinese lost their lives. Of the other twentyfive hurt the larger part are more seriously wounded. Two American soldiers received slight injuries.

As is well known, says the China Times, the train is usually made up with a long string of trucks in front of the passenger carriages. The trucks carry Chinese passengers, with frequently one or two soldiers guarding military stores when such are being carried.

A breakdown train left Tientsin without delay, carrying railway officials and a large staff of British medical officers and hospital appliances.

As soon as the news became known, the Germans and French at once came forward and courteously offered every assistance. Owing, however to the expeditious steps which had been taken by Major Whittall, railway staff officer, at Tientsin, by the R. S. O. at Lofa, and their staffs, the moment the first news came through, the officers of the British administration did not find it necessary to avail themselves of this humane offer.

Further particulars of the death of Major Browning near Shanhaikwan on the 21st ult., appear in the China Times. Major Browning, with a small party of Sepoys of his regiment, was proceeding along the line of railway from Shanhaikwan, apparently for the purpose of making an inspection. He was rounding the hills which lie behind the town and the railway line when a large body of armed brigands, said to have numbered about a thousand, who had been watching the small party from the hills, fired upon them, killing the officer and wounding a Sepoy. The men got under cover and made their way back to their post, where the circumstances were reported, and a larger party sent out to make search for the brigands. The latter, however, had dispersed and could not be traced in the hills.

* * *

It was not long after Sanna's Post and the scene of the occurrence was outside the camp of the R. H. A. somewhere in South Africa, says a raconteur.

A Colonial and an R. H. A. picquet sentry were rolling over and over each other fighting like wild cats. An officer had them separated, and demanded explanations.

"He were trying to get into camp sir," said the gunner.

"And he told me that he had orders to keep out all suspicious characters," chimed in the Colonial.

"Whereupon 'e cast aspersions on the corps."

"Not I. I only asked him if the Horse Artillery were afraid of losing the rest of their guns."

EXTENDING THE SYSTEM

Telephone Company Building Line to End of Saanich Peninsula.

The Victoria & Esquimalt Telephone company are extending their system to the northern end of the Saanich peninsula, and when this work is completed they will have the southern end of the island pretty well covered. The line to Sidney is now being built and branch lines to the different sections of the peninsula will follow, and also in time the company will extend by means of a cable to the islands of the gulf, forming the first link in their cable to the mainland. But at present the idea of the company is to give the farmers and settlers in Saanich the advantage of an up-to-date telephone system. Along the line between here and Sidney there will be several toll stations which any can use on payment of a small fee, while those wishing the 'phone in their houses will of course have to pay rent, as is the case in the city.

Besides the trunk line to Sidney, the company intend constructing a separate line to give those living between the city and the Royal Oak the benefit of quick communication. This line will connect with the creamery now being erected, the Broadmead farm and other places.

The line to Sidney will be in operation in about two weeks. There will be offices at Saanichton, Sluggett's, Young's and other places, the line following the railway.

GOVERNMENT STREET.

By-law to Borrow Money for City's Share of the Paving.

At the special meeting of the city council, besides selecting a new fire chief, the council will be asked by Mayor Hayward to consider the following resolution:

"Whereas this municipal council has determined to pave by wooden blocks, placed on a suitable foundation, Government street between Courtney and Johnson streets, and to remove and replace the poles and wire thereon, as a work of local improvement; and whereas the council hereby affirms that the improvement benefits the municipality at large, and that it will be inequitable to raise the whole cost of such improvement by local special assessment upon the property owners on Government street, and that one-half the cost of the said work should be borne by the municipality at large;

"Therefore be it resolved that leave be granted to introduce a by-law to borrow upon the credit of the municipality a sum not exceeding $15,000 for the purpose of defraying one-half the cost of the said improvement.

BRITISH SHIPBUILDING.

Industry This Year Shows It to Be in a Healthy Condition.

From Engineering.

Among the many reports we receive telling of the steady decline of trade, it is encouraging to learn that the shipbuilding industry continues to be well employed. In January (page 88 ante) we had to report a small falling off of the last quarter of the year as compared with the corresponding quarter of 1899. But at the end of the first quarter of this year, March 31, the gross tonnage under construction was about 33,000 tons in excess of that on the corresponding date of 1900, the increase being entirely in steamer steel tonnage, there being a falling off of more than 9,000 tons in iron tonnage, and 2,000 tons in sailing tonnage. It would not be stretching the truth very greatly to say that the only craft built are steel steamships, as these represent more than 99 per cent of the total under construction. At present 1,293,071 gross tons are in hand, representing 410 vessels, all these figures taking no account of warships. During the past quarter there have been commenced 144 vessels, of 374,062 gross tons, of steam vessels, and there have been launched 110 vessels of 267,717 tons. Most of the vessels in hand are for owners in the United Kingdom, only 22 per cent being for abroad, or for sale. Our best customer, Germany, has ordered 55,417 gross tons, while Austria-Hungary takes 47,580 tons, and Holland 45,030 tons. No other country takes as much as 20,000 tons, except the British colonies, which have 25,782 tons under construction. The size of steamers continue to increase. There are 90 vessels in hand between 3,000 and 3,999 tons, 61 between 4,000 and 4,999 tons, 24 between 5,000 and 5,999 tons, 14 between 6,000 and 6,999 tons, 16 between 7,000 and 9999 tons, and 13 above 10,000 tons. The warships in hand, which are not referred to in any of the above figures, represent a large tonnage, and, of course, a much greater value per ton than mercantile vessels. In the Royal Dockyards there are 19 vessels aggregating 187,340 tons displacement, under construction, and in private yards 45 vessels of 236,362 tons displacement. Of these latter, 32 vessels, of 201,330 tons, are for the British Government, and 13 vessels of 35,032 tons for foreign governments. The complete total of warships is 64 vessels of 423,702 tons.

GIROUARD'S WORK.

London Paper Praises the Young Canadian Soldier.

From London World.

Lieut.-Colonel Girouard, at thirty-four years of age, has been created a K.C.M.G. Well may both the Canadians and the corps of Royal Engineers be proud of this distinguished young soldier, to whom the success of Lord Roberts' difficult enterprise was in no small measure due. It has been said that if there had been no Colonel Girouard there would have been no easy occupation of Bloemfontein and Pretoria. Be this as it may, to Sir Edouard Girouard's wonderful knowledge of railway administration and supreme efforts to keep the whole machinery of traffic in constant motion is due the comparative ease with which the Commander-in-Calef swept the country once his force was within striking distance of the Orange River Colony. It was because Lord Roberts relied implicitely on Sir Edouard Girouard that he pressed forward; for he knew well that as far as human efforts could ensure it, the railway arrangements would be all right with this youngest of "Kitchener's men" to the fore.

A WAIL.

Oh, ther're strikin' oil in Texas,
They are findin' fortunes there,
And 'most every hour Wall street
Makes another millionaire;
Folks are digging up old kettles
Full of gold, the papers say—
Seems that I'm about the only
One that has to work away.

Money's got so 'nation plenty
That the banker bars the door,
And he won't give no inducement
For deposits any more;
All the folks are speculatin',
Making thousands every day,
But I have to keep a-workin'
In the same old-fashioned way.

A proposed new language is devoid of sweet words. There is no likelihood that it will ever be used over the telephone.

Steamer Tartar of the C. P. R. line, is due from Yokohama on Tuesday. The Empress of India sails for the Orient tomorrow.

Capt. LeBlanc is reported to have been appointed to the command of the steamer Amur.

NELSON GROCERS.

From Nelson Tribune.

A representative meeting of the retail grocers of the city was held in Miners' Union Hall on Wednesday evening for the purpose of considering a retail grocers' association upon similar lines to that of the Vancouver association, with a view to regulating credits and prices. The proposed association was generally endorsed and a meeting will be held to perfect organization and select officers.

DOOLEY ON STRATHCONA.

The Irish Philosopher on Canada's Fine Old Man.

Carnegie has founded more libraries musayums than you can shake a shtick at, and kapes on founding. There is another mane Scotchman of the same kidney over the bordther. He has a lot of titles tacked on to his name now, but the name he started out wid was Donald Smith. He lived for a number of years in the city of Monthryal, and it was the divvel's own luck for Monthryal, for he has spint money like water on the place, and by right it ought to be called Smithville. He is like Carnagy, appriheinve that he may die worth somthin'. The Boer war gave him a great chance to unload. There were no private gifts from the English, for though they are generous, they are deliberate, and they were afraid the war would be over before they had time to plank out, but the mane Scotch Canuck took his chances, and paid out a million with as little fuss as we would loight our pipes. He raised a regiment of Horse, and sent out to Afriky 500 Western Canucks, broths of boys, who could ride, shoot, or swear wid the bist of them. They do tell me, Hinnissey, that it was the bist found regiment in the whole shooting match. When you get a raal mane Scotchman, Hinnissey, there's no limit to his maneness.

Their Successors.—Rev. R. Hughes of the James Bay Methodist church, and Rev. J. P. D. Knox of the Victoria West Methodist church, both leave the city this week, the former on a tour of Great Britain before he enters the Victoria University to continue his studies, and the latter to take charge of the church at Greenwood. Rev. Mr. Knox's place is to be succeeded at Victoria West by Rev. W. Gordon Tanner, B. A., who has just completed his arts course at the Victoria University, and Rev. Mr. Hughes by Rev. B. Hedley, B. A., who has been stationed at Greenwood. Both the new pastors are expected to arrive in time for next Sunday's services.

Harry is so absent minded; he went up to dress for a party once, and went to bed instead. H'm; that looks to me like a fine case of presence of mind.—Chicago Record Herald.

"Tis clear that plain pedestrians
Will never get on well
With scorchers till they learn to wear
A light and clanging bell.

A BOOK FOR MOTHERS

Containing Much Information as to the Care of Children, and the Treatment of Ills that Commonly Afflict Little Ones—Given Free.

"Baby's Battles; A Message for Mothers," is the title of a very handsome little pamphlet just issued by Dr. Williams' Medicine Company. It is devoted entirely to the care of infants and small children and tells the mother how to aid her little ones in the emergencies of every day life. It describes the ills that commonly afflict children and tells how to treat them. This little book is one that should be in every home where there are infants or small children. All mothers who send their name and address on a post card to the Dr. Williams' Medicine Co., Brockville, Ont., will receive a copy of this book free of charge. Mention the Colonist when writing.

EPPS'S COCOA
GRATEFUL COMFORTING
Distinguished everywhere for Delicacy of Flavour Superior Quality, and Highly Nutritive Properties. Specially grateful and comforting to the nervous and dyspeptic. Sold only in ½-lb. tins, labelled JAMES EPPS & CO., Ltd. Homœopathic Chemists, London, England.
BREAKFAST SUPPER
EPPS'S COCOA

One of the Most Important Things

a druggist does is putting up prescriptions. There is no drug store where this feature has more scrupulous attention than here.

It dozesn't pay to take chances in matters of health—of life and death, perhaps.

Bring your prescriptions here, where everything is right.

CYRUS H. BOWES
Chemist
98 Government Street, near Yates.

COLONIAL HOUSE

MONTREAL.

DEPARTMENTAL STORES

THIRTY-SIX DIFFERENT DEPARTMENTS
And a Full Stock in Each.

Being very large buyers, we get our goods at the lowest prices, and as we only charge moderate profits, it stands to reason that our customers buy cheaply too.

The Colonial House has a record of 57 years' honorabl dealing, and guarantee satisfaction.

If goods are not exactly as stated, return them, and get money refunded, mistakes may occur, but we will satisfy every reasonable complaint.

Have no hesitation in asking for samples—we willingly supply them, with prices and all information regarding them, when it is possible.

Illustrated Catalogue free to any address on application; and remember small orders receive the same attention as larger ones.

HENRY MORGAN & CO.

MONTREAL.

Berliner

It is Better than a Piano

Because you need no instructor. It reproduces the PIANO, VIOLIN, CORNET, TROMBONE, BANJO, MANDOLIN, FLUTE, PICCOLO, as well as SOUSA'S BAND.

It sings all the latest songs, popular hits, coon songs, patriotic songs and sentimental ballads, as well as hymns by church choirs, and every word is plain and distinct. It does much more than this, and we'll be glad to send you full price lists and record sheets, FREE.

E. BERLINER 2315 ST. CATHERINE STREET, MONTREAL

The Gram-o-phone complete **$15** Including 3 records and 16 in. Concert Horn.

Emanuel Blout General Manager For Canada.

The Jewel Gram-o-phone complete **$7.50** Inl'd'g 3 record and 16 in. Concert Horn.

Gram-o-phone

400 SHADES

You have the most complete palette of shades and colors in Brainerd & Armstrong wash embroidery silks.

Out of the 400 shades you can select exactly the one you want with the same nicety that an artist mixes his colors.

Asiatic dyed, in patent tangle-proof holders.

Sold everywhere **Brainerd & Armstrong's**

DUKE OF CORNWALL.

A Magnificent Reception on Arrival at Sydney.

Sydney, N. S. W., May 27.—The British steamer Ophir, having on board the Duke and Duchess of Cornwall and York, arrived here at 11 this morning. She was joined outside the harbor by a squadron of seven government vessels conveying the premier, Sir Wm. Lyne, the ministers and federal officials. As the squadron entered the roadstead, the Ophir leading, the Russian cruiser Cromoboy from the Atholbright anchorage, fired a royal salute. The British cruisers responded, hoisting the Russian flag. The harbor was crowded with shipping and excursion craft, and the shores were lined with thousands of spectators. The sun shone intermittently. When the Ophir came to anchor she was boarded by the Governor-General, the Earl of Hopetoun, Sir Frederick Darley, Lieut.-Governor of N. S. W., and the Russian admiral. The Duke and Duchess landed at 2 o'clock, and were greeted by enthusiastic crowds. The decorations were magnificent, and a brilliant military escort awaited the landing of the Duke and Duchess.

RACE DATES.

September 21 Fixed as Opening of America Cup Contests.

New York, May 27.—The Royal Ulster Yacht club has cabled the New York club an approval of September 21 as the day for the opening contest in the cup races, and that date finally and definitely fixed. The cablegram received yesterday by Secretary Oddie follows: "Belfast, May 26, Secretary New York Yacht club, New York. Date now definitely fixed first race 21st September. Sharman Crawford, vice-commodore."

DR. J. COLLIS BROWNE'S CHLORODYNE

Vice Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say it had been sworn to.—Times, July 13, 1864.

Dr. J. Collis Browne's Chlorodyne is the best and most certain remedy in Coughs, Colds, Asthma, Consumption, Neuralgia, Rheumatism, etc.

Dr. J. Collis Browne's Chlorodyne is prescribed by scores of Orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—Medical Times, January 12, 1885.

Dr. J. Collis Browne's Chlorodyne is a certain cure for Cholera, Dysentery, Diarrhoea, Colics, etc.

Caution—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the stamp. Overwhelming medical testimony accompanies each bottle. Sole manufacturer, J. T. DAVENPORT, 33 Great Russell Street, London. Sold at 1s. 1½d., 2s. 9d., 4s.