

DIVISION

pamphlet received from the Viro-Reform Society, the name of Dr. Smith appears as vice-president. The essence of his opinion on a that is attracting more and more is especially interesting. It is the torture of the animal is in common humanity revolts, and feeling I most heartily join. The of the character of the operator almost as great as the pain to him. I cannot conceive that there is to be worth purchasing at such a price.

A Growing Feeling.
The claim that animals are unethically tortured by experimenting is familiar, but the practice of vivisection must have a demoralizing effect on surgeons and medical men is not so generally admitted. The subject was brought down from the heights by a bill introduced and defeated in the legislature. Its promoters bring the vivisectionists under the law without hampering them in the least. The activity was necessary to the science. Although unnecessary, the indifference of the public, the opposition of physiologists were able to cite eminent authorities in support of their arguments, prove that the subject was one of modern legislation was necessary.

A Dispassionate View.
Whole question is admirably by Mr. Greville MacDonald, a physician in a recent edition of the Contemporary Review, which is a highly abstract and technical. He states the case for and against, admitting reason sides, and concludes by giving reasons without which vivisection is not to be practiced. He begins with the very sound view that it is competent to pronounce on. This contention is opposed by many physiologists, who that the non-expert has no meddling with a highly abstract rather impudent argument to professional men generally are.

Case for Vivisection.
The case for the physiologists, those who study by vivisection and the organs and functions of life in health, in order to effect a cure, may be stated briefly. It is that knowledge is the outcome of experiment; that it is only by the study of nature that the laws of life can be known; that if the disease are to be known, experiments must be made on the living; that the disease must be infected with distance of vivisection leading to over-kill are not difficult to prove; that the discovery of the laws of life, the discovery of the laws of the blood, substantiated by the experiments of older observers by vivisection, experiments first proved the principle of physiology, but it was first demonstrated by Malpighi, fifty years ago, when the lung of a living animal was placed under a two-lensed microscope and the passage of the blood into the capillary vessels from these into the smallest arteries.

Other Side.
The other side of the question is that the greatest surgeon lived, was a vivisectionist, and important discovery—the cure of cancer by trying the artery, was the result of an experiment made upon a young buck. He is to learn if the rapid growth of the tumor could be checked by the artery that fed them. The original inference at fault—that the arteries depended wholly on this artery, and that when the artery was tied, the blood still ran through minute arteries near the site of the ligature, and that the discovery of this cure for aneurism, with name is inseparably connected.

Other Side.
The other side of the question is that the greatest surgeon lived, was a vivisectionist, and important discovery—the cure of cancer by trying the artery, was the result of an experiment made upon a young buck. He is to learn if the rapid growth of the tumor could be checked by the artery that fed them. The original inference at fault—that the arteries depended wholly on this artery, and that when the artery was tied, the blood still ran through minute arteries near the site of the ligature, and that the discovery of this cure for aneurism, with name is inseparably connected.

Other Side.
The other side of the question is that the greatest surgeon lived, was a vivisectionist, and important discovery—the cure of cancer by trying the artery, was the result of an experiment made upon a young buck. He is to learn if the rapid growth of the tumor could be checked by the artery that fed them. The original inference at fault—that the arteries depended wholly on this artery, and that when the artery was tied, the blood still ran through minute arteries near the site of the ligature, and that the discovery of this cure for aneurism, with name is inseparably connected.

**MOUNT ARROWSMITH
A PROMISING SECTION**

Every Indication of Ultimately Yielding Rich Mineral Returns

The return of a prospecting party to Nanaimo from Mount Arrowsmith with reports of rich finds of mineral has raised the hopes of residents of the Coal City that before long a big mining camp will be established tributary to their thriving town, and strong contingencies are likely to be formed to exploit the district which gives so much promise of yielding handsome returns. In the summer of 1906 Andrew Sheppard directed the attention of Mount Arrowsmith. Leaving the main wagon road of Alberni they crossed through swamp, forest and thickets which abound on the foothills and toiling up higher and higher they reached a portion of the mountain where the rocks were more exposed and to their delight, at an altitude of 3,000 feet, quartz croppings were discovered. Needless to say, hammer, drill and dynamite were used, and with samples that would make any prospector's heart glad, they returned to Nanaimo, interested about seven Nanaimo people and set back to development work, which continued until winter weather set in. With an early start, a larger grub stake and more capital to support them, they resumed operations this year, the result that copper ore high in value, equaling the best that Vancouver Island has to show, is now being exhibited by the prospecting party, but that copper will be the predominant mineral is certain.

Two lodges have been traced for 1,000 feet, and running parallel, about 200 feet apart, and are six feet in width. From one of the lodges a number of stringers, of varying widths. A tunnel, 4ft. 6 in., is being driven in the direction of the lodges is northeast. The mountain belongs to the andesite class—its rock, post-cretaceous, being a much more recent date than the Mount Butte, or Spencer, of the Dunsuir district. Four lakes are in the immediate vicinity of the claims, and with the several streams closely associated, and furnish all the water supply and power, necessary to run a fully developed mine. When the mining men of our country begin to consider the immense area of the mineral belt of Vancouver Island, commencing at the San Juan district in the south, then the Cowichan, Seymour, Dunsuir, Alberni, Great Central Lake, and extending north to the Campbell river, a distance of nearly 200 miles in length, and knowing that in some of these districts where capital has been sufficient large revenue-producing mines are to be found, then they will awaken to the large possibilities lying before them, says the Free Press. A glance at the monthly report of the Tye mine of Mount-Sicker is conclusive evidence in itself.

That Mount Arrowsmith, being a mountain of unbroken formation, has a similar future before it is almost certain, and only awaits the efforts of larger means to make it yield up its riches.

CRIPPLED BY KIDNEY DISEASE.
"I was troubled for years with kidney disease and Dr. Chase's Kidney-Liver Pills have entirely cured me. When I began the use of these pills, I could only walk from my bed to a chair. Now I can go to the field and work like any other man."—Mr. W. H. Mosher, South Augusta, Grenville County, Ont. This statement is certified to by the Rev. E. H. Emmet, Baptist minister of Brockville, Ont.

A QUESTION OF LAW.
The theory that is being raised in British Columbia that an Indian is not responsible for crimes committed when drunk is of course a crime to sell liquor to an Indian, but there will be some difficulty in holding the seller responsible for all the consequences of the sale. There is a general feeling among the public that when a man is murdered by an individual, who, whatever he may have been at the time of the deed, is normally sane and accountable, somebody should be hanged. It will be a poor lookout for liquor dealers and a harvest time for detectives. If this theory is to go into effect.—Montreal Herald.

Lumberman's Friend
All travellers, and those engaged in outdoor work, should always have a bottle of Hirst's Pain Exterminator at hand. It is the most powerful liniment manufactured and gives instant relief in cases of Wrenches, Bruises and Sprains. It also cures Strains, Rheumatism, Neuralgia and all kinds of troubles. 25c. at all dealers.

Try Hirst's Little Liver Pills for indigestion and dyspepsia. Ask your dealer or send us 25c. direct. A handsome souvenir card free.

PRINCESS VICTORIA STRIKES LEWIS ROCK

In Thick Rain Squall, Gulf Ferry Goes Hard and Fast on a Reef—Passengers Are Transferred Without Excitement to the Steamer Rithet, and Landed in City.

STEAMER PRINCESS VICTORIA
Capt. Hickey, which left Vancouver about 3 o'clock Tuesday afternoon, went ashore on Lewis rock, alongside the beacon marking the rock, within sight of Oak Bay, at 7:30 p. m., at low water and remained fast after midnight, although her master expressed himself as confident of floating the steamer soon after high water early this morning.

The steamer was out of her course. The channel usually taken lies between Fiddle Reef, the danger off Oak Bay being marked with a light, and Lewis rock, which is on the edge of the chain of rocks extending further into Baynes passage. Several more friends of one party of passengers, Mr. Oliver and others, went in a launch to bring off Dr. O. M. Jones and party. Those on board the steamer heard the cough of the exhaust of the launch and then a hail: "Is Dr. Jones on board?" "Liantly lighted, sitting upright as a monument. Her headlight was burning clear. The rain had passed and there was no wind; the stars shone in a blue-black sky. The shore lights at Oak Bay were

waiting people at the wharf that the steamer had left late, but would be in soon, when someone overheard him say "Ashore at Oak Bay." Quickly the news was told and the waiting through scattered, hackmen went away and bus drivers left the dock. E. W. Vincent was sent for and he arrived quickly, as did other officers of the company. The steamer R. P. Rithet, Capt. Hunter, loading freight for New Westminster, was impressed in service and left about 9 p. m. to bring in the passengers.

Mearwhile, some friends of one party of passengers, Mr. Oliver and others, went in a launch to bring off Dr. O. M. Jones and party. Those on board the steamer heard the cough of the exhaust of the launch and then a hail: "Is Dr. Jones on board?" "Liantly lighted, sitting upright as a monument. Her headlight was burning clear. The rain had passed and there was no wind; the stars shone in a blue-black sky. The shore lights at Oak Bay were

through Baynes passage the steamer was to the north side of Lewis rock. The steamer was seen all too late; the momentum of eight knots an hour could not be stayed in time by the reversal of the engines to prevent the stranding, and the vessel struck and bumped right up. The Sea Was Calm
The sea was calm as the proverbial mill-pond. The kelp floated undisturbed on the surface alongside the stranded vessel. In order to lighten her to make an effort to float the craft at high water the forward ballast tanks, which run longitudinally, were ordered emptied. No. 3 tank on the port side was emptied satisfactorily, but the pumps made no impression on No. 2 tank, just forward of this. The plates there had been before the R. P. Rithet, with the passengers, baggage, mails and express baggage on board, left for Victoria after 11 p. m. It was 11:45 p. m. when the sternwheeler tied up at the C. P. R. dock, where a number of friends of the passengers were awaiting.

waiting people at the wharf that the steamer had left late, but would be in soon, when someone overheard him say "Ashore at Oak Bay." Quickly the news was told and the waiting through scattered, hackmen went away and bus drivers left the dock. E. W. Vincent was sent for and he arrived quickly, as did other officers of the company. The steamer R. P. Rithet, Capt. Hunter, loading freight for New Westminster, was impressed in service and left about 9 p. m. to bring in the passengers.

STEAMER PRINCESS VICTORIA

is rock, a grey, rugged reef little uncovered, as though the vessel had struck instead of passing on the starboard side, the Princess Victoria was further out in the passage with the light at a far greater distance than she should have been.

Suddenly the officers saw the danger. The beacon was made out and they rushed to the telegraph to signal the engine room to reverse the engines. It was too late. With three heavy lumps, as though the vessel had struck one knob of rock and bumped on to another and then another, the liner brought up with a shock with her bow lifted well on Lewis rock.

The passengers had been in a measure prepared for the shock by the sudden vibration of the reversal of the engines. When the momentum of the steamer stopped as she slid up on the rock some became excited, but these were few. The stranding was marked with little excitement. One or two men went to their staterooms and put on life-preservers; but these promptly saw that the wearing of them caused merriment. This was the feeling, of light-heartedness at misfortune, rather than fear of impending danger.

In an absence of excitement
As one who had been shipwrecked several times said, "It was the tamest shipwreck I have ever been in."

Some of the Chinese passengers came running up the stairs, a time and twirling their queues, but they were met by the steward at the top and promptly hustled back again. One or two firemen, off watch, ran up from below. "What is it—collision?" they asked. When they found the steamer was sitting up on the rock they went below again. As one said, he went back to finish the story he was reading. One of two women, alarmed by the sight of a couple of men putting on life-preservers, was completely threatened to faint, but the stewardess soon had all calmed and contented.

plain and even the street car could be seen making its way from the Oak Bay terminus. The Fiddle Reef light glared nearer at hand, and the well-lit steamer marked the other extreme of the channel. "Princess ahoy," sang Capt. Hunter, of the R. P. Rithet. "What shall we do?" "Come around stern and up on the port side," answered Capt. Hickey. The R. P. Rithet slewed around, and as she did so the Princess Victoria showed with her bow well up, but no perceptible list to either side. She was upright, her rows of lights drooping at an angle of not more than ten per cent from bow to stern. The forefoot showed plain, the sharp cutaway of the liner's bow having run up the stern, waterborne, dropped down until the ports of the dining saloon were awash. The waiting passengers were at the rail. Capt. Hickey stood there with them, wrapped as was the pilot, Capt. Gunns, in oilskins.

"You're as welcome as the flowers in May," chirruped one of the passengers as the sternwheeler glided alongside the liner.

The Passengers Disembarked
Into the kelp, unalarmed, for the sternwheeler drew seven feet as against the liner's seventeen, the R. P. Rithet slid, and her heaving lines were quickly caught and lines made fast to moor the steamer alongside. Then quickly, Mr. Shepherd, the mail clerk—Mr. Smith had been sent out on the Rithet by the postal authorities to assist him—ran the mail ashore, local, all of it, for the train with the eastern mail had not connected with the steamer. Then the passengers were transhipped, a gangway being run in at a main deck port. Quietly, as though landing at the wharf handbags in their hands, the passengers went on board the R. P. Rithet, and then the crew hurried out the trunks, baggage and express, leaving the freight on board.

Capt. Hickey was standing by the rail looking at his passengers leaving the stranded liner. "Captain—" The reporter had said no more when the captain replied: "I've got nothing whatever to say." "But captain—" "I've nothing to say." He had been on the bridge when the steamer struck, having come up but a few minutes before; in fact he went to broken, and the water flowed in.

"We're unable to get No. 2 empty, captain," reported one of the officers. "All right," said the captain, resignedly. "Captain, is the hull injured?" he asked the reporter. "Sure," he replied laconically. "But," he added as an after-thought, "we'll be able to float her at high water in the early morning."

A Day of Misadventure
The day was a day of misadventure in the history of the ferry line. On her way from Victoria to Vancouver about 7 a. m. she picked up two Japanese in a bad state of exhaustion. The two men, fishermen bound from the Fraser river to Chemainus, had their sloop water-logged during a squall, and the boat was full of water, the mast down and sail dragging when the Princess Victoria came within sight. A boat was lowered and the men were picked up. They were straggling from the effect of the privations endured while their wrecked sloop was drifting from the Sandheads to Point Grey. Warm clothes, stimulants and food were given to the rescued fishermen and they were taken to Vancouver.

At the wharf there was more excitement. A runaway team started, fell, fell down the dock and the horses tumbled down a wharf-slip, causing considerable commotion.

The chapter of incidents was not ended there. The steamer, instead of sailing at her usual time, was held for two hours for the delayed train. At 3 p. m. someone ran down to the wharf and shouted that the train "had been ditched or something" near Hastings and not to wait any longer.

Capt. Hickey, however, said he would wait until there was ice over the Vancouver harbor, until he got his orders to leave. He got them soon afterward, and the train that the steamer had been waiting two hours for had not connected. Then the ill-fated voyage started, to end by the stranding at Lewis rock.

Lewis rock has been marked by a beacon for upwards of twenty years. It was named after the late shipping master, Capt. E. G. Lewis, who found it one time with the old Hudson Bay steamer Otter. A round, black-painted stone pillar is built there surmounted by a drum, painted white one side and black the other. At the outer edge of the rock the red and white buoys are stretched away some distance are what is known as the Chain rocks, aptly named. There is a good channel, however, known as Baynes passage, between Lewis rock and Fiddle Reef.

"GIVE US" "SATIADA"

CEYLON TEA
The cry of all who have once tasted it. A trial will convert you. Lead Packets Only. At All Grocers.

MARINE NOTES.
S. S. Umastilla sails for San Francisco tonight at 12 o'clock, having been delayed on the Sound. She will not leave Seattle until 8 p. m., and is due here at 11 p. m.
The bark Anna Besonakos, the first vessel bearing the flag of Uruguay to enter Puget Sound, arrived at Tacoma yesterday, 14 days from Salinas Cruz, in ballast. Though using the flag of Uruguay, the Anna Besonakos is Spanish owned and commanded, and in addition to her employment as a merchant ship, she is training ship for the education of boys who are expected to become steamer officers. Thirty-six of the students are aboard the Steamship Denderah, of the Kosmos line of freighters, running between Hamburg and Pacific Coast ports, is due on the Sound today from San Francisco. The vessel is to load most of her return freight in this port. Jose Rondron, an alien from South America, is on board the steamship by the United States immigration authorities for further observation. He is believed to be mentally unbalanced and will be deported on the vessel to Chili.
The missionary steamer Morning Star, which sailed from Victoria yesterday for Seattle, returned to the island port leaving at the rate of eighteen to twenty inches an hour. The steamer put back when 100 miles from Honolulu.

JAPANESE WANT DAMAGES.
The Japanese sealing company, owning the schooner Toyoi Maru No. 2, which raided the St. Paul Island rookery in Behring sea under circumstances described yesterday, has presented a claim for damages on account of the killing of five sealers and the capture of twelve others, thus breaking up their schooner's cruise. For this the company wants damages from the United States government. The directors of the Japanese sealing company, the Toyoi Fishing Company of Wakayama, state that the sealers called for water, but the vessel was fired upon. Statements published by Yokohama papers, however, as stated yesterday, show that this is untrue, the midship having been premeditated and the vessel having been looted. The Jiji Shimpou, of Tokio, says: "Mr. T. Matate and another director of the Toyoi Fishing Company, on September 28, paid a visit to the foreign office, and presented the foregoing letter to Viscount Hayashi. At the same time, the directors asked His Excellency to lodge a claim with the American government. The minister replied that one of the secretaries of the embassy in Washington is now at the Aleutian Islands investigating the affair, and nothing could be done till his report was received."

AN OBLIGING LAUNCH.
An Olympia despatch, dated October 14th, says: Dick Helser, a well known oysterman, while coming up from Oyster Bay the other day alone in his launch, had occasion to go to the stern of the boat and, tripping and overboard. The launch was running full speed. When Mr. Helser came to the surface and got the salt water out of his eyes the launch was speeding merrily along a couple of hundred yards from him. Shore seemed an awfully long way off and the water was certainly cold. While the hapless victim trod water and watched the launch, he noticed that it was not going in a straight direction but was gradually sailing in a circle.
"Say," chattered Mr. Helser to himself, "that blamed thing is coming right back here after a while," and then he began to evolve in his brain some scheme for boarding a runaway launch going ten miles an hour. The launch rapidly described a circle about a half mile in diameter, and to further show its tractability the engine stopped, sparking, and the craft finally came to a standstill about 100 feet from the swimmer. Mr. Helser clambered aboard the runaway, primed the engine, cranked it and started it up without a buck.

OPEN PUBLICITY THE BEST SECURITY FOR MERIT.
When the maker of medicine, sold through druggists for family use, takes his patients fully into his confidence by frankly and fearlessly publishing broad-based lists of all its ingredients in plain English, this action on his part is the best possible evidence that he is not afraid to have the search light of investigation turned full upon his formula and that it will bear the fullest scrutiny and the most thorough investigation. Dr. Pierce's Favorite Prescription for the cure of the weaknesses, periodical pains and functional derangements of the organs distinctly femininely, is a remedy medicine put up for sale through druggists for woman's special use, the maker of which is not afraid to take his patients into his full confidence by such open and honest publicity.

A glance at the published ingredients on each bottle wrapper, will show that it is made wholly from the most American, medicinal herbs. But it contains no poisonous or habit-forming drugs, no narcotics and no alcohol—pure, triple-refined glycerine, of proper strength, being used instead of the commonly employed alcohol, both for extracting and preserving the active medicinal properties found in the roots of the American forest plants employed. It is the only medicine for women's peculiar diseases, sold by druggists, that does not contain a large percentage of alcohol, which is in the long run so harmful to woman's delicate, nervous system. Now, glycerine is perfectly harmless, and serves a valuable purpose by possessing intrinsic medicinal value, and besides it enhances the curative effect of the other ingredients entering into the "Favorite Prescription."

Some of the ablest medical writers and teachers endorse these views and praise all the several ingredients of which "Favorite Prescription" is composed—recommendations from the work of the very same diseases for which this world-famed medicine is advised. No other medicine for women has any such professional endorsement from more than any number of ordinary testimonials. If interested, send name and address to Dr. B. V. Pierce, Buffalo, N. Y., for his little book of extracts from the work of excellent medical writers and teachers, endorsing the several ingredients and telling just what Dr. Pierce's medicine is made of. It's free for the asking.

Shopping by Mail
Since We advertised that we could do your buying for you in VICTORIA, we have received orders daily. We have done all trouble. We can buy anything you require.
MANAGER OF MANAGERESS,
Purchasing
O'DELL'S ADVERTISING BUREAU,
VICTORIA, B. C.

"GIVE US" "SATIADA"
CEYLON TEA
The cry of all who have once tasted it. A trial will convert you. Lead Packets Only. At All Grocers.

Fall and Winter BOOTS
AT Watson's Shoe Store
65 YATES ST.
Will keep you dry and free from dampness. PRICES RIGHT.
Our SCOTCH "ZUG" BOOT is the best that ever came into Victoria for Ranchers. Admitted in England to be "the toughest" leather known, thoroughly waterproof, and requiring no oil to keep them waterproof.

IF YOU BUILD
The cost of the hardware is so small in proportion to the cost of the home that it is sometimes regarded as an unimportant item, yet nothing more readily lends itself to artistic decorative effect.
SARGENT'S ARTISTIC HARDWARE
is always correct in design and proportion, and may be selected to harmonize with any style of architecture or to gratify the fancy of any taste.
Sargent's Easy Spring Locks are always correct in material and construction, and will wear for years. Remember that cheaply constructed lock often hides an expensive economy.
A LARGE STOCK OF Sargent's Artistic HARDWARE IS ALWAYS ON STOCK AT

E. G. PRIOR & CO., Ltd.
(THE BIRMINGHAM OF B. C.)
123 Government Street, Victoria, B. C.
P. R. 1110

Dr. J. Collis Browne's CHLORODYNE
ORIGINAL AND ONLY GENUINE
Each Bottle of this well-known Remedy for Coughs, Colds, Asthma, Bronchitis, Neuralgia, Toothache, Diarrhoea, Spasms, etc. bears on the Government Stamp the name of the inventor.
Dr. J. Collis Browne
Numerous Testimonials from Eminent Physicians accompany each Bottle.
Sold in Bottles, 1/1 1/2, 2/9, 4/6, by all Chemists.
Sole Manufacturers, J. T. DAVENPORT, London
Wholesale Agents, Lyman Bros. & Co., Ltd., Toronto.

LAING'S BAKED PORK AND BEANS
"MEATS THAT SATISFY"
A Delicious Dish
Our chef says his recipe for Pork and Beans beats anything put up even in Boston. Of course, he is enthusiastic—but people tell us every day that they never knew how good Pork and Beans could be until they ate
Two styles—plain and with Tomato Sauce—in one, two and three pound cans.
39 other kinds of Canned Meats, Soups and Delicacies to choose from.
Let us know if your grocer does not handle them.
THE LAING PACKING & PROVISION CO. LIMITED, MONTREAL.